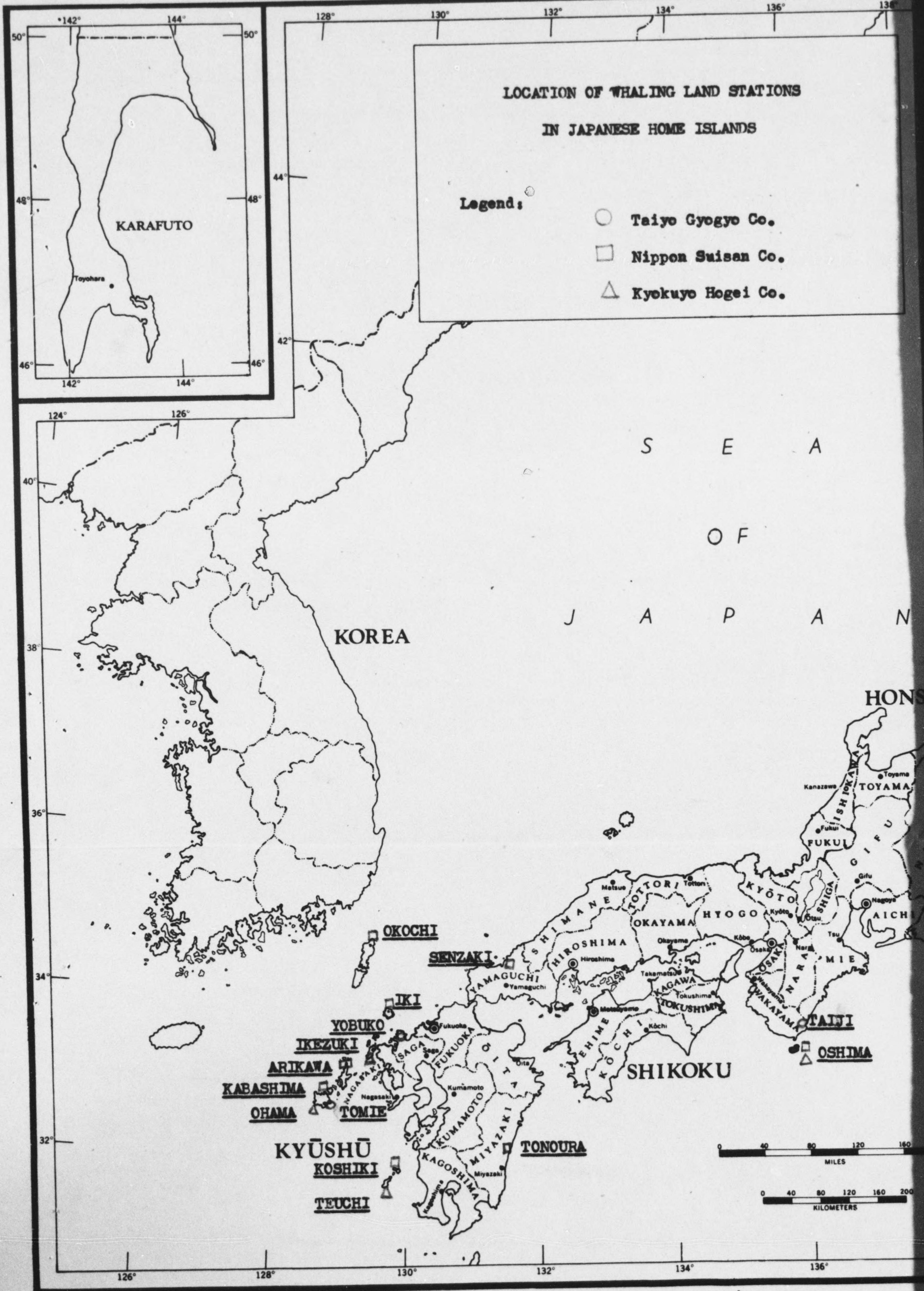
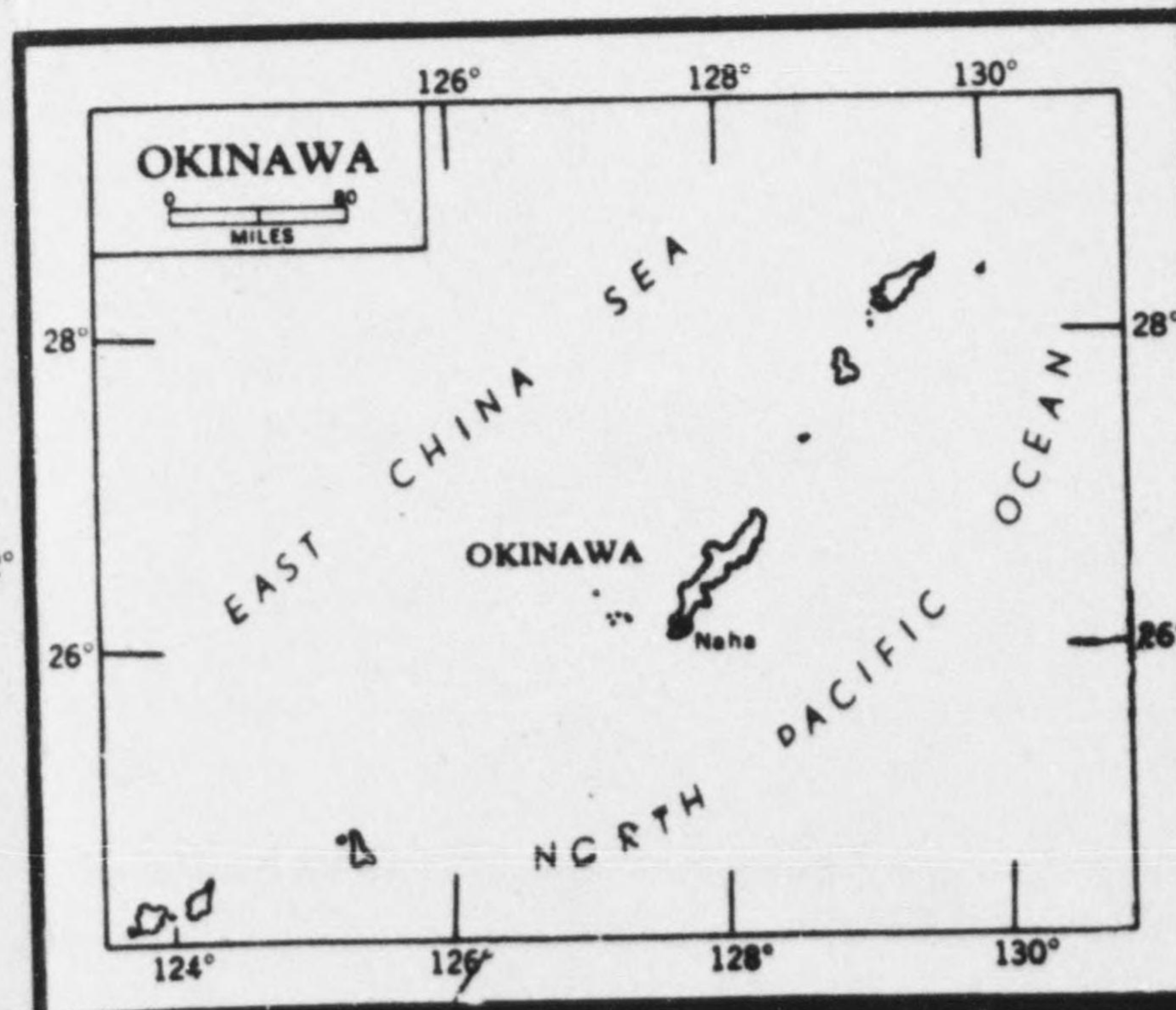
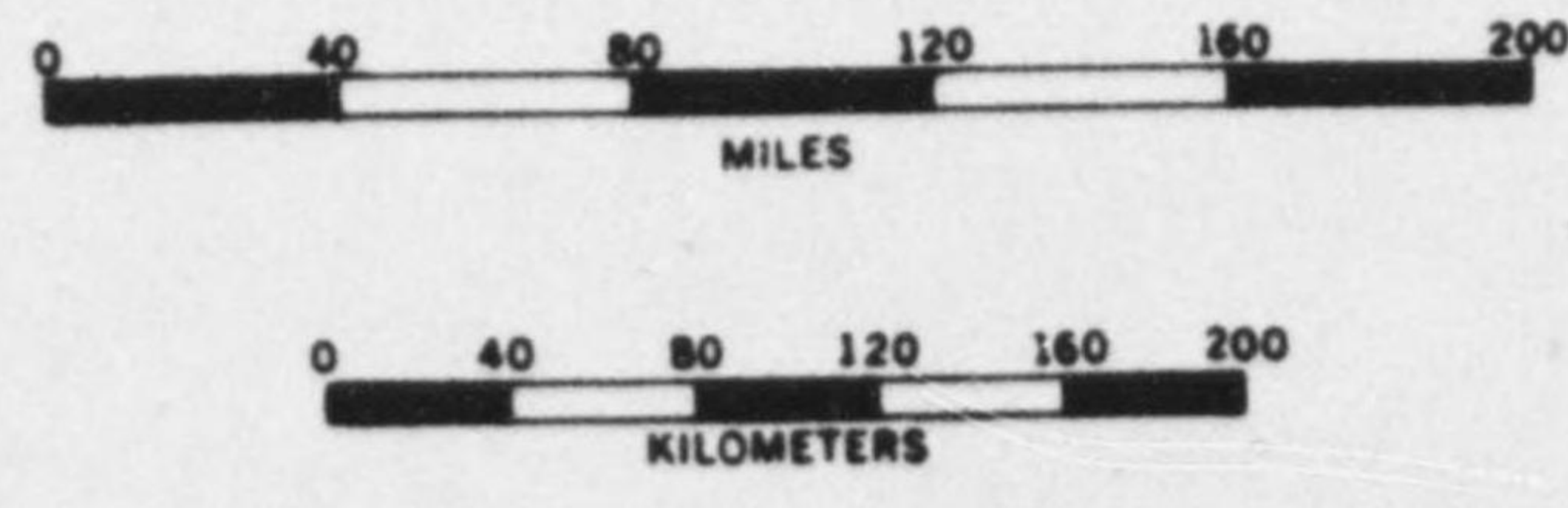


Encl No. 4 of Tokyo Despatch No. 647



LOCATION OF WHALING LAND STATIONS
IN JAPANESE HOME ISLANDS

- Taiyo Gyogyo Co.
- Nippon Suisan Co.
- △ Kyokuyo Hogeï Co.





UNITED STATES POLITICAL ADVISER FOR JAPAN

FR
FR

Tokyo, October 14, 1946

Confidential

No. 649

DCR

DEPARTMENT OF STATE
NOV - 1 1946
DIVISION OF FOREIGN REPORTING SERVICES

SUBJECT: Training of Whaling Inspectors and Provisions for Penalties for Violations of Whaling Agreements and Ordinances.

Honorable
The Secretary of State
Washington

OFFICE OF INTERNATIONAL TRADE POLICY
NOV 4 1946
DEPARTMENT OF STATE

Sir:

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IR JA JK A-H

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I have the honor to refer to the Department's telegram 500, September 27, and to this Mission's telegram 466, October 12, 1946, regarding the training of whaling inspectors and provisions for penalties for violation of whaling agreements and ordinances, and to forward herewith a copy of (a) "Regulation Law of Factory Whaling," (b) "Ministerial Ordinance," (c) extracts of "The Articles of Penal Provisions in Fisheries Law," and (d) a memorandum from the Natural Resources Section, General Headquarters, Supreme Commander for the Allied Powers, dated October 11, 1946.

Respectfully yours,

George Acheson, Jr.
George Acheson, Jr.

✓ IR
TO:
JA
JK

Enclosures:

1 A-H
1 LE
6 OCB
1 ITP
1 FE
2 CP

- 1/ "Regulation Law of Factory Whaling"
- 2/ "Ministerial Ordinance"
- 3/ Extracts of "The Articles of Penal Provisions in Fisheries Law"
- 4/ Memorandum from the Natural Resources Section, GHQ, SCAP, dated Oct. 11, 1946.

Original and Hectograph to Department

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Encl No. 1 of Tokyo
Despatch No. 649

Regulation Law of Factory Whaling

Article 40. For the purpose of operating factory whaling, it is approved to use only one factory ship in the North Pacific Ocean north of 20° North Latitude (including the Berling Sea, the Sea of Okhotsk, and the Arctic Ocean, the same in the followings).

Article 41. It is forbidden to operate factory whaling in the area surrounded by Longitudes 180° North and 159° East, Latitudes 20° North and $52^{\circ} 30'$ North.

Article 41,II It is forbidden to take or kill Grey Whales and/or Right Whales (including Bowheads).

Article 41,III It is forbidden to take or kill the following whales.

1. Calves, suckling whales, or female whales which are accompanied by calves or suckling whales.
2. Blue whales under 21.34 meters long
3. Fin whales under 16.77 meters long
4. Humpback whales under 10.67 meters long
5. Sei whales under 10.67 meters long
6. Sperm whales under 10.67 meters long

Length in relation to any whale of the preceding paragraph from No. 1 to No. 6 means the distance measured on the level in a straight line between the tip of the upper jaw and notch between the flukes of the tail.

Article 41,IV. It is forbidden to take or kill baleen whales in any water south of 40° South Latitude except the period from 8th day of December to 7th day of next March.

Article 41,V. It is forbidden to use the factory ship for the purpose of treating baleen whales in any other water during one year after the period prescribed in the preceding Article which was operated in the water south of

40° South Latitude for the same purpose.

Article 42, It is forbidden to convert any equipment of a factory ship used for treating whales, provided that it is permitted by the Minister of Agriculture and Forestry.

Article 42,II. The fullest possible use shall be made of all whales taken.

The oil shall be extracted by boiling or otherwise from all blubber, meat, bones, and all parts of whales, but it is approved not to extract the oil from the following:

1. The internal organs, baleen, or fins.
2. Whales or parts of whales intended for human food, feeding animals, or other suitable uses.
3. The meat of sperm whales.

Article 42,III An Superintendent of whaling or any one who directs the business in place of a factory ship should take proper measures in order not to catch or kill a greater number of whales than can be delivered on board of the factory ship within a period of 33 hours from the time of the killing of each whale.

Article 42,IV. Gunners and crews of factory ships or of whale catchers attached to them, shall be engaged on terms such that their remuneration shall depend to a considerable extent upon such rate as the number, size, species, oil and yield of whales taken.

No remuneration, calculated by reference to their result of their work, shall be paid to the gunners and crews of whale catchers in respect of any whales the taking of which is forbidden by this regulation.

Any person who operates factory whaling shall make an account showing the total emolument of each gunner and member of the crew and the detailed statement in

which the emolument of each of them is calculated, accompanying with the business returns in accordance with the provision of Article 15, Paragraph 1.

Article 42,V It is forbidden that any person who operates factory whaling denies inspectors of whaling embarkation on board of factory ships or whale catchers.

Any person who operates factory whaling shall offer inspectors of whaling their food and rooms at cost.

The extracts of the Articles of penal provisions
in the Regulation Law of Factory Whaling

Article 46 In case any superintendent or any other person who directs the business in place of a factory ship, any captain or acting captain of a factory ship or whale catcher, or any gunner of a whale catcher operates in a violation of the provisions of from Article 41 to Article 41-5, he shall be subject to penal servitude for 3 months or less or to a fine of ¥ 100 or less.

Article 48 In case any factory whaler violates the provisions of Article 14 or Article 42-5, he shall be subject to a fine of ¥ 100 or less.

Article 48-2 In case any superintendent or any other person who directs the business in place of a factory whaler operates corresponding to one of the following cases he is subject to a fine of ¥ 100 yen or less.

1. In case of violation of the provisions of Article 42-2.
2. In case of violation of the provisions of Article 42-3.

Encl No. 2 of Tokyo
Despatch No. 649

MINISTRIAL ORDINANCE

Ministry of Agriculture and Forestry

No.

Sept. 1946.

The following temporary reform shall be made in Article 41, No 4 of Regulation Law of Factory Fishing.

Minister of Agriculture and Forestry

Hiroo Wada

Notwithstanding Article 41, No. 4 of the Regulation Law of Factory Fishing, baleen whales may be taken in any water south of 40° South Latitude during the period from the 6th day of December 1946, to the 7th day of April 1947.

Notwithstanding Article 41, No. 4 and the provision of the preceding paragraph, humpback whales shall not be taken in the preceding water during the period from the 8th of December 1946, to the 7th day of April 1947.

This ordinance shall be put in force on and after the day of its promulgation.

Encl No. 3 of Tokyo
Despatch No. 649

The extracts of the Articles of Penal provisions in
Fisheries Law

Article 35 No steamship trawler fishing, factory ship fishing, steamship whaling or Danish seine fishing shall be operated without a permission of the competent Minister in accordance with orders.

The restriction or prohibitions in reference to the preceding paragraph are decided by the competent Minister.

Article 59 In case of steamship trawler fishing or factory ship fishing, anyone who violated the provisions of Par. 1 of Article 35, or the restrictions or prohibitions of Par. 2 of the same Art. is subject to a fine of ¥5,000 or less; in case of steamship whaling or Danish seine fishing, anyone who violated the provisions of Par. 1 of the same Art., the restrictions or prohibitions of Par. 2 of the same Art., or the provisions of the Article 36 shall be subject to a fine of ¥2,000 or less.

In this case the catch, products and fishing implements possessed or kept by the offender may be confiscated.

Provided that the stated things possessed by the offender cannot be confiscated in part or wholly, the price corresponding to them may be forfeited.

Penal regulations as regards violation of the provisions of Orders (Law No. 84 September 18, 1890)

Any person who violated the provisions of orders shall be subject to a fine of ¥200 or less, or to imprisonment for one year or less in accordance with regulations provided for the respective order.

Encl No. 4 of Tokyo
Despatch No. 649

GENERAL HEADQUARTERS
SUPREME COMMANDER FOR THE ALLIED POWERS

MEMORANDUM

1. Reference is made to Washington Radio State Serial 500, dated 27 September, in which State Department requests details regarding training of whaling inspectors and information regarding provisions for penalties for violation of whaling agreements and ordinances. Information is also desired on provisions being made for biological investigations, use of the Japanese Merchant Marine flag, and the reported killing of a right whale during the 1945-46 Bonin Islands Whaling Season.

2. There is no special training system used for training inspectors of whaling operations. Qualifications of inspectors are as follows:

a. Inspectors must be graduates of a Fisheries College or University.

b. Inspectors are usually selected from employees of the Whaling Section of the Bureau of Fisheries and especially from those whose work is concerned with supervision of whaling regulations.

c. Inspectors must be physically fit and be between the ages of 20 to 50 years.

d. The Japanese Bureau of Fisheries appoints two whaling inspectors for each factory ship. Therefore, the number of inspectors varies according to the number of factory ships in operation. The inspectors are appointed to serve for a period of one year but may be reappointed from year to year. One of the two appointees must have had previous service aboard a factory ship as a whaling inspector and must be an "Official Technician Second Class." (Fisheries Technicians are given ratings commensurate with their educational background, experience, and length of service with the Bureau of Fisheries). No official Japanese Government inspection is provided for whaling land stations.

3. There exists several provisions for penalties for violations of "Regulations of Whaling Factory Ships" and under the factory ships section of the Fishery Law. Copies of these laws and regulations as submitted 9 October 1946 by the Japanese Bureau of Fisheries are enclosed. In addition, there exists Imperial Ordinance No. 311 dated 11 June 1946, which provides a penalty of ¥ 75,000 or 10 years imprisonment for the violation of a SCAP directive. Inasmuch as any violations of the International Whaling Agreement would be in violation of SCAP directives SCAPIN 233 dated 3 November 1945 and SCAPIN 1154 dated 24 August 1946, it would appear that the provisions of Imperial Ordinance No. 311 could be invoked.

4. The Japanese Bureau of Fisheries was notified by this Section that the provisions for penalties for violations of

whaling regulations were inadequate in comparison to those provided by the United States which has a maximum penalty of \$10,000 or 6 months imprisonment or both. In order to clarify the penalty provisions and to increase the penalties the Bureau has instigated proceedings to have a new Imperial Ordinance issued which will deal with penalties for violations of whaling regulations exclusively.

5. A memorandum to the Imperial Japanese Government is being prepared requesting that biological investigations be undertaken and the specific data requested in the subject radio are noted. Issuance of this memorandum is being delayed until the procedures for biologists as mentioned in the last paragraph of the subject radio is received from Washington.

6. Data on the type and kind of flag to be used by the Japanese Antarctic whaling fleet will be the subject of a separate check-sheet to you.

7. According to statistical records submitted to Natural Resources Section, SCAP, by the Japanese Bureau of Fisheries, no right whales were killed during 1945-1946 Bonin whaling operations.

3 Incls:

- Incl 1 - Regulation Law of Factory Whaling. (In Dupl)
- Incl 2 - Ministerial Ordinance. (In Dupl)
- Incl 3 - Extracts of the Articles of Penal Provisions in the Japanese Fishery Law. (In Dupl)

----- H.G.S. -----



CHARLES E. JACKSON
GENERAL MANAGER

RAYMOND E. STEELE
ASSISTANT MANAGER

MAL XAVIER
FIELD REPRESENTATIVE

TELEPHONE
NATIONAL 2216

TELETYPEWRITER NUMBER
WA 140

NATIONAL FISHERIES INSTITUTE, INC.

WASHINGTON D. C.
SUITE 228, VICTOR BUILDING
724 NINTH STREET, N. W., ZONE 1

October 15, 1946

INTERNATIONAL RESOURCES DIVISION
no reply required
OCT 17 1946 ERUS
DEPARTMENT OF STATE

file

Mr. William E. Flory
Office of International Trade Policies
Department of State
Washington, D. C.

Dear Bill:

In order that you may be informed, I am enclosing a copy of a letter by our good friend, Ben Shipman, to the Secretary of War concerning agar and his desire to make a trip to Japan in connection with this business. Chairman Bland, of the House Committee on Merchant Marine and Fisheries, has manifested a great deal of interest in this project and has personally written the Secretaries of War, Interior, and Commerce. A copy of this letter is also enclosed.

Sooner or later I imagine that the matter will come before you. I am, therefore, acquainting you with the subject for I may have occasion to follow it up later.

Sincerely yours,

Charlie

Charles E. Jackson
General Manager

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C
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P
YLAW OFFICES
BENJAMIN W. SHIPMAN
Suite 511 Pacific Mutual Building
Los Angeles 14
Michigan 4047C
O
P
Y

October 4th, 1946

Hon. Schuyler O. Bland
House Office Building
Washington, D. C.

My dear Judge:

Don't ever get yourself in a position where you promise a short letter giving a recital of an extensive transaction. It's tough.

I am enclosing the letter we were discussing about the matter of agar to Mr. Patterson, the Secretary of War. I am assuming he is the person to be addressed. I know you will guide me as to whether he is the one or not.

Frankly, Judge, I am not sure that I have presented the matter clearly or that it contains everything it should. You try to condense things and you lose perspective, so I don't know just what kind of a job I have done. Our hope lies in the fact that it will have your support.

I am here to follow any instructions and suggestions you give me, and I shall be more than grateful to receive them. I am taking the liberty of sending a copy of this to Charlie Jackson, who was present, of course, during our discussions.

I need not reiterate what a pleasure it has been to me to have met you both in Chicago and in Virginia Beach. You are one of the few men that fits all of the expectations.

My kindest regards to you and Mrs. Bland.

Sincerely,

FWS:LU
Encl.

C
O
P
YAMERICAN AGAR & CHEMICAL CO.
Post Office Box 431
San Diego, CaliforniaC
O
P
Y511 Pacific Mutual Building
Los Angeles 14, California
October 4th, 1946Hon. Robert P. Patterson
Secretary of War
Washington, D. C.

Dear Mr. Secretary:

This company is known as American Agar and Chemical Company. The word "Chemical" in the name, however, is practically a misnomer, because we handle no chemicals except agar, which is manufactured by us from a weed known as Gelidium for which diving operations have to be conducted. The weed occurs in the ocean from 15 to 30 feet under water, and is usually found in rocky formations. Agar is used in medicine, pharmacy, food and industry. Its critical use, however, is in laboratories, where it is used for the purpose of permitting culture growth upon slides, and in which use there is no substitute for true agar, that is, agar made from Gelidium. Before the war, Japan had practically a world monopoly on the production of agar.

There have been several attempts in the past to manufacture agar in this country, but they were unsuccessful because of the difficulty of securing the weed, of which the main source is Mexico. So far as we know, before the war, when it was possible to obtain weed in Mexico, the Japanese used to harvest it or buy it up and ship it to Japan.

My associate, who is the President of the company, became interested in agar about 1937, realizing the necessity for the product and our almost complete dependence upon Japan for our supply of it. By rendering financial assistance to a gentleman who was attempting to revive the industry again in California, this company was formed, and during the war we were practically the only supplier of agar to Defense Supplies Corporation, and various contract holders of the Army and Navy. Strange as it may seem, the operation was not a particularly profitable one, due to the difficulty of securing the raw material, and due to poor enforcement of its regulations by the War Production Board. We tried to develop a source of raw material in California, spending substantial amounts of money, but results were very poor. In a further attempt to assure a permanent supply of the agar weed, that is, Gelidium, we entered into a contract with a Mexican company, so that we could enable them to comply with a concession that they had from the Mexican government for the exploitation of the Gelidium. This necessitated the erection of a plant at Ensenada, Lower California, at our expense, but in which we have no ownership interest, our sole interest being that, by the contract, the Mexican company was to supply us with all of the excess

-2-

Gelidium which they produce beyond their own needs. We are keeping that avenue of supply open, though it has become rather meager by reason of the fact that the Mexican producers have so many more profitable items available from time to time, particularly insofar as divers are concerned, abalone at the present time offering fabulous earnings.

If the Mexican source of supply had to be abandoned, for lack of raw material, in the event of another war we again would be dependent entirely for supplies of agar upon Japan, as the quantities of the raw material obtainable along the California coast are negligible.

It would appear that it would be well to have an American agar industry that can not only relieve the present world wide demand for agar, but can be ready to supply the Government and its contractors with agar in the event of any future necessity. To maintain that industry it has to be supplied with adequate raw materials so that it can exist during competitive times.

There is a lot of Gelidium in Japan and also around the possessions that she has lost, such as Formosa, Korea, and Karafuto, and if we were able to secure sufficient quantities of the weed from Japan, we could keep the industry going in this country, and, at the same time, preserve the Mexican source so that it would be available in case of an emergency where critical needs would have to be supplied from close-by sources. Moreover, the sale of the weed to us from Japan, in addition to keeping the industry alive in this country and supplying this country with very high-grade agar, would also provide an outlet for raw materials for Japan, because the weed has been cultivated around those islands for, so far as we know, centuries. If the disposal of any raw material also is a reparations problem, that would be aided thereby. The raw material would be paid for in dollars in this country.

It is not our desire to suppress the Japanese manufacture of agar or kill a Japanese industry. We do feel, however, that if it is at all possible an American industry supplying a critical need should be kept alive, without, of course, any cost to the Government.

The maintenance of the industry in this country and the securing^{of}/the supply of raw material, I think would be best arranged if it were possible to go to Japan and be of any aid possible to the Military Government in making the necessary arrangements. I would greatly appreciate it if arrangements for a visit of short duration could be made, so that the problem could be worked out there one way or the other.

Naturally, a fuller recital of the matters herein set forth would be less jarring and more clearly establish the importance of preserving an adequate agar industry in the United States, but it is for the sake of brevity that this recital is sketchily written. I need not, however, state that any and all information will be made available and presented in a more comprehensive form.

-3-

What relief we are to receive, however, by way of being able to get proper supplies, has to be done within a reasonable period of time.

Respectfully submitted

AMERICAN AGAR AND CHEMICAL COMPANY

Benjamin W. Shipman
Vice President

FWS:LU

COPY

HOUSE OF REPRESENTATIVES
Committee on
Merchant Marine and Fisheries
Washington 3, D. C.

October 10, 1946

Honorable Robert P. Patterson
Secretary of War
Washington, D. C.

Dear Mr. Secretary:

As Chairman of the Committee on Merchant Marine and Fisheries of the House of Representatives, I am very much interested in the manufacture of agar by the American Agar and Chemical Company, of San Diego, California, of which Mr. Benjamin W. Shipman is President. I am writing to solicit your personal study of the beneficial, medicinal, and laboratory uses that are made of true agar, - that is, agar made from the weed, known as Gelidium.

It appears that at one time we were solely dependent upon Japan for agar, but that during the war the American Agar and Chemical Company was the only source of supply of this product to Defense Supplies Corporation and various contract holders of the Army and Navy.

It appears that the need for a permanent supply of the agar weed necessitated a contract by the American Company with a Mexican Company in order to secure the benefit of certain concessions made by the Mexican Government to the Mexican Company, and this necessitated the erection of a plant at Ensenade, Lower California, at the expense of the American Company, but in which it had no ownership interest further than that the Mexican Company was to supply all of the excess Gelidium produced by them beyond their own needs. The Mexican producers have many more profitable items available from time to time so far as their divers are concerned, as for instance, abalone at the present time offers fabulous returns.

There is an ample supply of Gelidium in Japan, around her former possessions of Formosa, Korea, and Karafuto. If these supplies could be made available to the American Company, it would enable them to survive and also to preserve the Mexican source so that it would be available in case of an emergency. The preservation and maintenance of an American Company is essential, and I am told that this may be done without cost to the United States if properly encouraged. The sale for Japan would be paid for in dollars in this country, and contribute to the promotion of commerce in the United States and prove a source of profit for Japan.

- 2 -

If, therefore, a plan can be worked out whereby the Japanese supply of Gelidium may be used by the American Company, it will contribute to promote the trade with Mexico and Japan, and to preserve an essential American industry.

I know Mr. Shipman, President of the American Company. He is reliable, and I believe the matter sufficiently important for consideration by the Secretaries of War, Interior, and Commerce. Accordingly, I am writing similarly to each Secretary indicated with the hope that a united effort may be made to solve this problem in a way to promote the interest of America, Mexico and Japan.

I hope that Mr. Shipman may be afforded an opportunity, if he so desires, of submitting in greater detail the factors incidental to the development of this industry and the maintenance of the existing industry.

Yours very sincerely,

Chairman

TR

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DC/R Please index and return
to IR - Fisheries and Wildlife

Branch
October , 1946

PERSONAL

CONFIDENTIAL

OCT 30 1946

894.628/10-1746

My dear Mr. Carver:

Thank you for your kind letter of October 17, 1946 with reference to the Antarctic catch limitation on whales and to Japanese whaling.

The officials of the Federal Government are in full agreement with your opinion on the Antarctic catch limitation, namely that a limit on catch should be maintained. I agree with you that from a strictly conservation standpoint, the figure of 16,000 units is too high to assure rebuilding of the stocks. At the same time, there will undoubtedly be pressure for an increase to 20,000 units from certain delegations because the fats and oils outlook for 1947-48, as well as the outlook for whale oil prices, is not yet clear.

With respect to the Japanese whaling operations, the Norwegian, British, New Zealand, Soviet and Australian Governments have been given full explanations of General MacArthur's action along the following lines:

1. This authorization is on a one-season basis and there is no commitment on the part of the United States to agree to future expeditions.

2. Determination of the future of Japanese whaling, as well as the disposition of Japanese vessels, completed or under construction, is a matter for allied determination.

3. The

Mr. Clifford N. Carver,
35 Water Street,
New York, New York.

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3. The present expedition must conform to all requirements of international agreements with respect to the regulation of whaling to which the United States is a party.

4. All whale oil produced shall be subject to allocation by the International Emergency Food Council.

It is understood that this will be an allied expedition under the occupation flag and that inspection will be undertaken as an allied operation. It is further understood that the catch of the expedition will be included within the 16,000 unit limit. While protocol and diplomatic procedures make it difficult to release the substance of friendly intergovernmental conversations to the press, efforts are being made with a view to placing the facts before the public. If this can be accomplished at an early date, I believe that it will serve to provide the clarification which you have suggested.

I am enclosing a copy of a rough draft of a proposal which may serve as a basis for discussion at the whaling conference. I will send you and other interested persons a cleaner draft within several days.

I am most anxious to have your comments on this proposal as a basis for developing the instructions to the American group at the conference. We are planning to have an industry meeting in Washington on November 11, 1946. You will receive formal notice of this in due course. However, if you should be in Washington in the meantime, or should prefer to meet at some other time, either with me or with the entire group of the Federal officers who have participated in the work so far, I should be most happy to arrange it.

While we recognize that you have only limited time to devote to this matter, we are looking forward to such observations as you may care to make in whatever way will constitute the least burden upon you.

Sincerely yours,

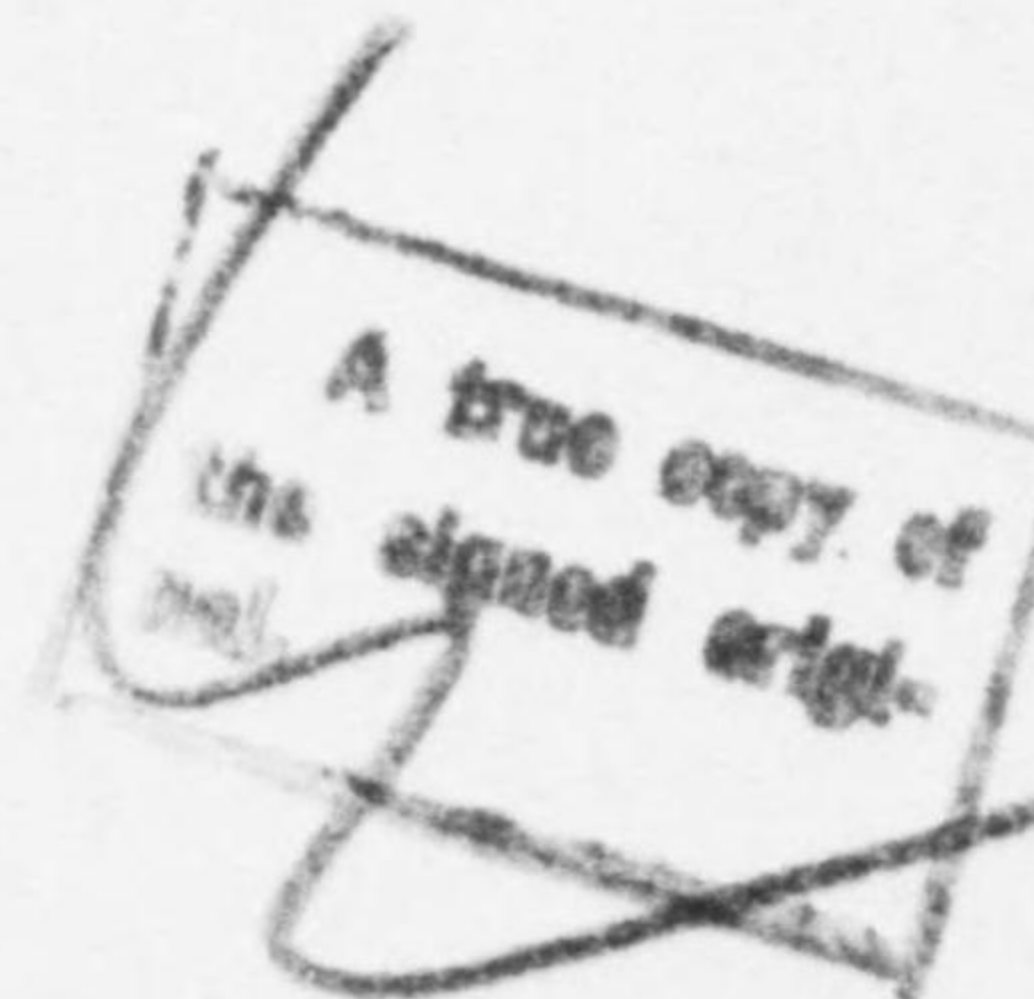
William E. S. Flory
Acting Assistant Chief
International Resources Division

Enclosure:

WES
WES
b. Draft Proposal.

WES:flory:bmd
10/28/46

WES
OCT 30 1946 P.M.





UNITED STATES POLITICAL ADVISER
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DEPARTMENT OF STATE

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Restricted 1946 NOV 1 AM 9 26 Tokyo, October 18, 1946
No. 657

DC/M
EASIAN DIVISION

DCR

SUBJECT: Japanese Government Request for Permission to Fish in North Pacific Areas.

The Honorable
The Secretary of State
Washington

OFFICE OF
INTERNATIONAL TRADE POLICY
NOV 6 1946
DEPARTMENT OF STATE

894.628/10-1846

Sir:

I have the honor to enclose a copy of a letter with a supporting memorandum from the Central Liaison Office of the Japanese Government, dated September 13, 1946, to General Headquarters, Supreme Commander for the Allied Powers, in which it is requested by the Japanese Government that Japanese fishing interests be permitted to operate in the seas off both sides of Kamchatka Peninsula, northwestern part of Bering Sea, and waters around the Kurile Islands. In previous years the Japanese have conducted extensive operations in these areas in part based upon treaty arrangements with Soviet Russia and in part as high seas activities.

There is also enclosed a memorandum from the Natural Resources Section to the Diplomatic Section on this subject. In this memorandum the belief is expressed that interests of the United States would be strenuously opposed to any Japanese fishing operations in the Bering Sea or areas in the vicinity of the Aleutian Islands. It therefore appears to us doubtful that it would be desirable for General Headquarters, Supreme Commander for the Allied Powers, to forward this request to the Soviet representative in Japan in spite of the emphasis which the Japanese Government has placed on the acute need for additional food supplies and in spite of previous Japanese treaty arrangements with Soviet Russia to fish in these areas.

In this connection it will be recalled that, as reported in our Despatch No. 481, subject "Extension of Japanese Fishing and Whaling Areas," dated July 1, 1946, the Soviet Government refused an earlier Japanese request to operate fisheries concessions in this general area.

The question of Japanese fishing operations, both on the high seas and in waters of Allied nations, is of such

controversial

DCB - ITP Unit
Anal. *AP*
Rev. *[Signature]*
Dat. *B.R.T.*

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DEPARTMENT OF STATE
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DIVISION OF FOREIGN REPORTING SERVICES

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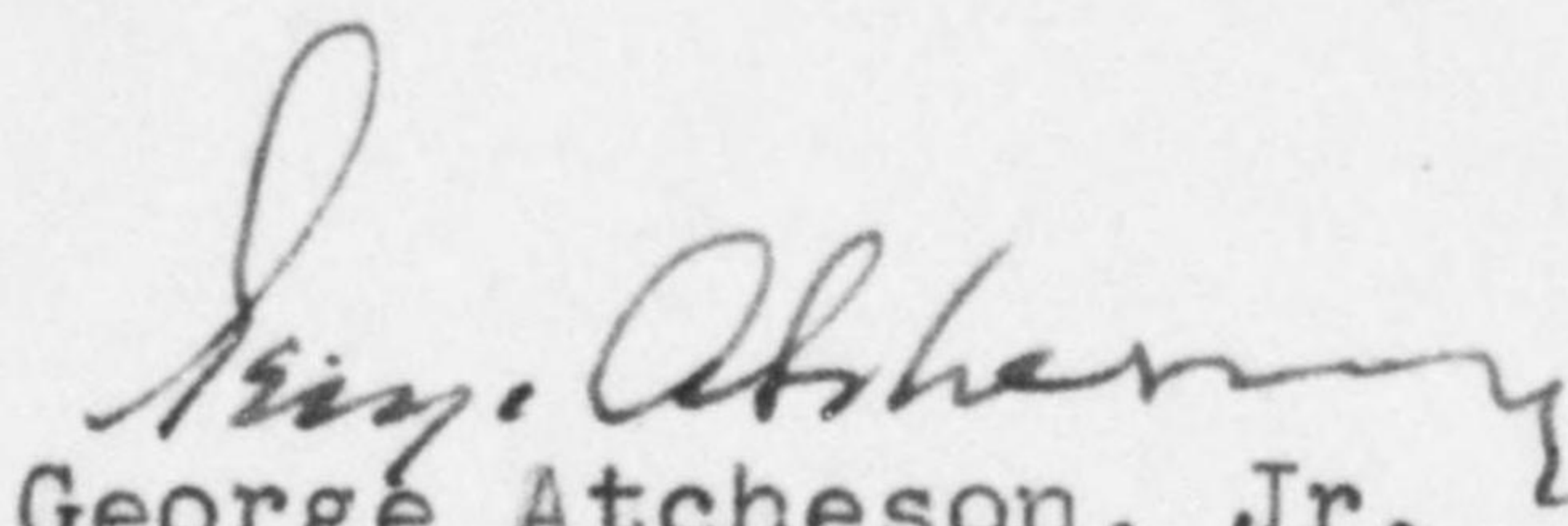
Tokyo's Despatch No. 657
October 18, 1946

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-2-

controversial nature and of such international interest
that the views of the Department are respectfully
requested in the premises.

Respectfully yours,


George Atcheson, Jr.

Enclosures: *ATT*

- ✓ 1. Copy of letter from Japanese Government dated 13 September 1946, with enclosure.
- ✓ 2. Memorandum from Natural Resources Section to Diplomatic Section dated 17 September 1946.

✓ Original and hectograph to Department.

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Enclosure No. 1 to Tokyo's Despatch No. 657, October 18, 1946,
subject: "Japanese Government Request for Permission to Fish
in North Pacific Areas"

IMPERIAL JAPANESE GOVERNMENT

Central Liaison Office

TO: GENERAL HEADQUARTERS OF THE SUPREME COMMANDER
FOR THE ALLIED POWERS.

FROM: Central Liaison Office, Tokyo.

SUBJECT: Request for Permission of Fishing in Northern
Waters.

C.L.O. No. 4656(EA)

13 September 1946

1. Reference:

- a. AG 800.217(22 Jun 46) NR (SCAPIN-1033), subject:
"Area Authorized for Japanese Fishing and Whaling."
- b. AG 800.217 (6 Aug 46) NR (SCAPIN-1103), subject:
"Japanese Whaling Operation in the Antarctic."

2. The Japanese Government hereby expresses its gratitude to the General Headquarters, Supreme Commander for the Allied Powers, for the permission granted by the reference Memoranda for the Japanese Whaling and fishing activities in the international grounds.

3. The Japanese Government is, however, anxious to have the valuable fishing grounds in northern waters, i.e., seas off both sides of Kamchatka Peninsula, north-western part of Bering Sea and waters on both sides of Kurile Islands, be added to the areas at present allotted for the Japanese fishing operations, as the Japanese fishermen are highly experienced and exceedingly skillful in the particular classes of work to be done in these waters.

4. Such being the case, the Japanese Government is anxious to exploit, according to the attached plan, this valuable northern area at present untouched and, believing thereby to greatly assist in relieving the present food shortage, it earnestly wishes its request may be given due consideration.

FOR THE PRESIDENT:

/s/ K. Asakai
(K. Asakai)
Director of General Affairs,
Central Liaison Office.

Enclosure: Fishing projects as indicated
in Para. 4 above.

594.625/10-1846

78

FISHERY IN THE NORTHERN WATERS

1. Thanks to the expansion of fishing grounds hitherto granted by the General Headquarters of the Supreme Commander for the Allied Powers, the amount of marine products of this country has remarkably increased, and yet the supply thereof is far behind the demand of the Japanese people now being stricken with food shortage. Strenuous efforts have been made for the increase of marine products within the authorized areas by expediting ship-building and supplying necessary materials in this field. However, further increase in marine products can not be expected under the present circumstances.

2. The Northern Sea around Kamchatka Peninsula and the Kurile Islands abounds in marine products so much that a greater production can be secured in this area by comparatively small using number of fishing boats now available.

3. From this area about 300,000 tons of marine products were gained annually in the pre-war time, the most of which were consumed as an important foodstuff in winter in the rural districts of central and Northern Japan. Since the cessation of supply of these sea products from the said area during and after the war, the people in those districts have been in great distress, as no other substitute is available.

Such being the case, the Japanese Government is anxious to resume the fishery in the said area by such means as effect little on other countries.

3. The Japanese fishermen have long experience of over thirty years in fishery in the Northern Sea and they earnestly hope to contribute to the increase of food production by engaging in the fishery in that area. In view of the current food situation and especially of acute deficiency of protein and fat in diet, the Japanese Government regards the resumption of the fishery in the Northern Sea as a vital question and the favourable consideration thereto of the General Headquarters of the Supreme Commander for the Allied Powers is earnestly requested.

4. The following is a tentative plan for 1947 fishery season:

Methods of Operation	Number of fishing fleets or whalers	Outputs
Crab Floating Cannery in the Okhotsk Sea	7 fleets	5,650 tons (253,000 cases of canned crab meat inclusive)
Salmon Floating Cannery in the Okhotsk Sea	2 fleets	10,200 tons (206,000 cases of canned salmon inclusive)
Trawling by mother boats in the Okhotsk Sea	3 fleets	11,404 tons
Whaling around the Kurile Islands	7 whalers	10,970 tons
Total	12 fleets 7 whalers	38,224 tons

5. The details of the above plan are described below:

a. Crab Floating Cannery in the Okhotsk Sea.

A great number of Taraba crabs are found in the continental shelf lying off the west coast of Kamchatka Peninsula. The catch-

ing operation takes place from April to September by a fleet consisting of a cannery factory ship of some 3,000 to 10,000 tons and some ten to twenty fishing boats.

In the pre-war time ten fleets were in operation in this area, producing about 300,000 cases of canned crabs.

By the Fishery Convention between the U.S.S.R. and Japan, special fishing grounds for taraba crabs were established and floating cannery was agreed to be operated by both nationals in the open sea, three miles off the Asiatic Soviet Coast.

The number of cannery fleets operated by Russians was about ten at its maximum in 1930 and was recently decreased to about four and in 1947 four or five fleets are expected to engage in the fishery in this area. No-catch during and after the war off the western coast of Kamchatka Peninsula must have resulted in the considerable increase of the aquatic resources in this area and the vastness of the area will afford ample room for the operation of twenty fleets.

A tentative plan is outlined as follows:

- (1) Fishery ground as shown in the map attached hereto.

East Akhotsk Sea, in latitude 51 N. and latitude 58 N. from 12 miles to 40 miles off the West Coast of Kamchatka.

- (2) Fishery season:

From April to September.

- (3) Vessels to be used:

Factory ships, 7,000-10,000 G/T.....	7
Fishing boats	20
Kawasaki (open fishing boats).....	98
Fish carriers, 2,000 G/T.....	3

- (4) Number of persons 3,570

- (5) Products of canned crab 5,650

- (6) Main materials:

Fuel oil	2,771 k.l.
Steel and iron	2,233 tons
Cotton yarn	430 tons
Hemp	539,922 lbs

- (7) Names of vessels to be arranged for this purpose:

Factory ships	
Mitsu Maru	5,479 G/T
Kankyo Maru	2,933 "
Two of 3,000 ton class	
Three of 10,000 ton class	

Fish carriers	
Toyo Maru	2,225 G/T
Banshu Maru No. 37	1,000 "
Banshu Maru No. 38	1,000""
One of 2,000 ton class	

- b. Salmon Floating Cannery Around Southern Kamchatka and North Kurile Islands.

The salmon and trout fishing and cannery will be operated

-3-

around Southern Kamchatka and North Kurile Islands from May to August. A fleet for this purpose will be organized with a ship of 6,000 to 10,000 ton class with a cannery factory and saltery on board and about fifty fishing boats.

In the pre-war time Japanese fleets only were operated in this area, six factory ships and about three hundred fishing boats taking part in salmon fishery and cannery.

The salmon tribe fishery in the open sea around Kamchatka is the primary object of the Fishery Convention between the U.S.S.R. and Japan. Through mutual agreement between the two countries, both nationals were entitled to engage in salmon fishery in the open sea three miles off from the Asiatic Soviet Coast like other fishery. While canned salmon are marketed all over the world, the demand for salted salmon as an important foodstuff in winter is so great in Japan especially in the rural districts of central and northern Japan.

The salmon catch in the sea around Kamchatka and the Kurile Islands by Japanese amounted to about 200,000 tons a year in the pre-war time and much resources must have been stored in this area since the war paralyzed the fishing industry.

It is unknown to what extent the U.S.S.R. will exploit marine resources in this area for the coming season, but it may be difficult that she will revive fishing industry to the pre-war level.

A tentative plan for this fishery is outlined as follows:

(1) Fishery ground as shown in the map attached hereto:

Off the east and west coasts of Kamchatka Peninsula and off the Northern Kurile Islands.

In latitude 50 N. and latitude 56 N., from 12 miles to 40 miles off the coast.

(2) Fishery season:

From May to August.

(3) Vessels to be used:

Factory ships, 6,000 to 10,000 ton class	2
Fishing boats	100
Kawasaki (open fishing boats).....	16
Fish carriers, 2,000 ton class	4

(4) Number of persons:

2,280

(5) Amount of production:

Canned salmon	4,400 tons (206,000 cases)
Salted salmon	5,800 tons
Total	10,200 tons

(6) Main materials:

Fuel oil	3,190 k.l.
Salt	3,352 tons
Steel and iron	1,627 tons
cotton yarn	330 tons
Hemp	508,686 lbs

(7) Factory ships and fish carriers to be arranged for this purpose: undecided

-4-

c. Trawling by Mother Ships in the East Okhotsk Sea.

The fishery of flat fish and cod in the continental shelf lying in the east of Okhotsk Sea and shelves lying off the east coast of Kamchatka Peninsula and off the coast of Olytorakii district is operated from May to September by trawling. A fleet is to be organized with a mother ship, a trawler, and about ten Danish seine-boats.

Two Japanese fleets took parts in this fishery before the war for the purpose of supplying fish for domestic consumption.

The aquatic resources in that area are immense and the method of obtaining them is rather simple as compared with that of other industry of mass production. Yet no one has ever tried to exploit this under-sea resources. The fishery in this area as an alternative for abundant salmon catch which has been lost to Japanese is of utmost necessity at this critical time of food shortage.

The following is the outline of a tentative plan for this fishery:

(1) Fishing ground as shown in the map attached hereto:

- a. Olyutorskii and Navadin districts, in latitude 60 N. and latitude 64 N., from 12 miles to 40 miles off the coast.
- b. Off the west coast of Kamchatka Peninsula, in latitude 51 N. and latitude 56 N., from 12 miles to 40 miles off the coast.

(2) Fishery season:

From May to September.

(3) Vessels to be used:

Mother ships, 7,000 - 10,000 ton class	3
Trawlers	8
Danish seine-boats	23
Fish carriers, 1,000-5,000 ton class	4

(4) Number of persons: 1,520

(5) Amount of production:

Salted fish	7,100 tons
Fish meal	3,040 "
Frozen fish	1,200 "
Miscellaneous	64 "
Total	12,404 "

(6) Main materials:

Fuel oil	6,704 k.l.
Salt	2,520 tons
Steel and iron	470 "
Hemp	464,600 lbs

(7) Names of vessels to be arranged for this purpose:

Mother ships	
Tadotsu Maru	9,976 G/T
Two of 7,000 ton class	
Fish carriers	
Toyo Maru	2,225 G/T
Chikuzan Maru	1,061 "
Two of 1,000-5,000 ton class	

d. Whaling off the Kurile Islands.

Whaling off the Kurile Islands will be restored by the operation of seven whalers. A greater part of Japan's whaling products was obtained from this area in the pre-war time. Because of difficulty to secure land stations for whaling under the present circumstances, fishing carriers of large type will be used in whaling.

The following is the outlined scheme of whaling off the Kurile Islands:

(1) Fishing ground as shown in the map herewith attached:

Off the coast of the Kurile Islands situated in the north in latitude 43 N., from 12 miles to 100 miles off the coast.

(2) Fishery season:

From May to August.

(3) Vessels to be used:

Whalers.....	7
Fish carriers, 3,000 ton class	1
" " 1,000 ton class	2

(4) Number of persons: 650

(5) Amount of production: 10,970 tons

(6) Main materials:

Fuel oil	3,000 k.l.
Salt	3,920 tons
Steel and iron	152 tons
Hemp	11,718 lbs
Wire rope	33 tons

(7) Names of vessels to be arranged for this purpose:

Fish carriers	
Chikuzen Maru	1,061 G/T
Sagami Maru	999 "
Toyo Maru	2,225 "

Enclosure No. 2 to Tokyo's Despatch No. 657, October 18, 1946,
subject: "Japanese Government Request for Permission to Fish
in North Pacific Areas"

GENERAL HEADQUARTERS
SUPREME COMMANDER FOR THE ALLIED POWERS

HGS/RHF/da

File No: NR 800.217 (17 Sep 1946) F1 Subject: Japanese Request for
Permission to fish in Northern Waters.

From: NR

To: DS

Date: 17 Sep 1946

1. Reference attached memorandum from the Imperial Japanese Government to General Headquarters, Supreme Commander for the Allied Powers, C.L.O. No. 4656 (EA), 13 September 1946, subject: "Request for permission of Fishing in Northern Waters."

2. Inasmuch as the area referred to in this memorandum is adjacent to Russian or Russia occupied territory this matter is forwarded to the Diplomatic Section for presentation to the Russian Liaison Officer in Tokyo or to the Soviet Member of the Allied Council for Japan if the Diplomatic Section deems such action appropriate.

3. It is the belief of the Natural Resources Section that interests in the United States would be strenuously opposed to any Japanese fishing operations in Bering Sea or areas in the vicinity of the Aleutian Islands.

1 Incl: as indicated in par 1 with incl thereto.

H.G.S.

OUTGOING AIRGRAM

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Department of State

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A-177

NO. _____

Washington, 77

TIME _____

Dec 23, 1946

UNITED STATES POLITICAL ADVISER TO THE
SUPREME COMMANDER FOR THE ALLIED POWERS,
TOKYO.

2640

2640
894.628/10-1846

Reference Political Adviser's despatch no. 657, October 18, 1946, with regard to Japanese Government's request for permission to fish in North Pacific areas.

The Far Eastern Commission has directed that a sub-committee be formed to consider possible revisions in FEC-035, with respect to Japanese fishing and whaling activities.

Until conclusion is reached by FEC on this matter Dept. concurs in SCAP's view that presentation of Japanese request to Soviet representative in Japan should be delayed.

894.628/10-1846

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894.628/10-1846

894.628/10-1846

Received by
Mr. Graves to
Mr. Borton 10/18/46

Ref. 22821 - 146

Division of Intelligence
Aide Memoire to
British Embassy
12/5/46
A.D.
1946
DEPARTMENT OF STATE

AIDE MEMOIRE

His Majesty's Government have now considered the Department of State's Aide Memoire of the 3rd October and, having regard to the adjustments which it is hoped can be arranged on the basis of the Embassy's communication of the 14th October and of the additional comments hereunder, wish to state that they are prepared to waive their objections to the proposed whaling expedition.

894.628/10-1846

2. His Majesty's Government reiterate their desire that a way will be found whereby the provisions of the Supreme Commander's directive of the 23rd August, 1946, can be nullified.

3. Arrangements are being made to provide two United Kingdom inspectors with previous Antarctic experience for service with the expedition. Their salaries will be paid in the first instance by His Majesty's Government, but, as it is the British practice to charge licence fees to British whaling vessels in order to provide the salaries and expenses of the inspectors, His Majesty's Government consider it proper that the salaries and all other expenses of these inspectors be met from the proceeds of the voyage. In view of the length of the period of absence, and, in particular, the fact that the inspectors will have to travel by air from England to the point of assembly, it would not be possible for His Majesty's Government to provide rations for these men, and it is earnestly hoped that the Supreme Commander will be able to provide rations on the same scale as for the United States inspectors.

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Other necessary equipment can, however, be provided.

4. In order that transport can be arranged, His Majesty's Government would be grateful for the earliest indication of the date when, and place where, the inspectors are to report.

5. His Majesty's Government have expressed to the Governments of Australia, New Zealand and Norway the hope that they will also be prepared to appoint one or more inspectors to join the expedition.

Sm.

BRITISH EMBASSY,
WASHINGTON, D.C.

18th October, 1946.

AIDE-MÉMOIRE

With reference to the inquiry of the British Embassy in its aide-mémoire of October 18, 1946, with regard to the SCAP directive of August 23, 1946, authorizing the Japanese Government to convert a tanker into a whale processing ship, conversion to be completed in May, 1947, information has been received from the Supreme Commander that the use of this ship for Bonin Island whaling operations, for which it was intended, has now been found to be impracticable. Consequently conversion operations will not be continued and, beyond the completion of the hull to a point where launching is possible, no further construction or conversion will be carried out pending decision regarding the future use of the vessel.

With regard to the route, schedule and other arrangements affecting the SCAP-controlled Antarctic whaling expedition, the following information has been received from SCAP:

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- 2 -

"The first units of the SCAP-controlled Antarctic Whaling Expedition, consisting of the factory ship HASHIDATE MARU and six killer boats, departed from Yokosuka November 15, followed two days later by the carrier TADOTSU MARU. The second part of the fleet consisting of the factory ship NISSHIN MARU, three carrier ships (TENYO MARU, BANSHU MARU and BANSHU MARU No. 32) and five killer boats, left Nagasaki November 18. One killer boat ran aground and is being replaced with another scheduled to depart November 29. The NISSHIN MARU suffered a few days delay because of engine trouble. The BANSHU MARU No. 35 and BANSHU MARU No. 36 were to leave Nagasaki December 2. The oil transport SAN DIEGO MARU is to leave Yokosuka December 12.

"The sailing course runs southwesterly from Japan off the east coast of Mindanae into the Celebes Sea, through Macassar and Lombok Straits and thence southeasterly on a route approximately 60 miles off the west coast of Australia to a

- 3 -

destination between 120 degrees and 130 degrees east longitude at 60 degrees south latitude. The whaling vessels are prohibited from approaching closer than twelve miles to any land beyond the home islands except in passage of the Lombok Straits where, as a matter of convenience to the British Government, the United Kingdom observer is to be taken aboard. The northern boundary of the area in which whaling is to be conducted under SCAP directive is several hundred miles distant from the nearest portions of Australia, Tasmania and New Zealand.

"Ships will steam at approximately ten knots, passing through the Lombok Straits approximately two weeks after departure and arriving at the destination approximately 30 days after departure."

Department of State,

Washington, December 13 1946

DEC 13 1946

JA:ALDunning/pm
12/5/46

FE IR BC A-H

A true copy of the signed original

[Handwritten signatures and scribbles]

OUTGOING AIRGRAM

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Department of State

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NO. _____

Washington,

TIME _____

2613

UNITED STATES POLITICAL ADVISER TO THE SUPREME COMMANDER FOR THE ALLIED POWERS, Nov 25, 1946

2618

TOKYO.

894.628/10-18

Reference Political Adviser's A-93, October 18, 1946.

The final paragraph of the Norwegian note received by the Department on September 17 refers to a conversation between Acting Secretary Acheson and Mr. Knut Lykke, then Charge d'Affaires of the Norwegian Embassy, on August 19, 1946, in Mr. Acheson's office. At that time Mr. Lykke stated that his Government regretted that it had not been consulted prior to the authorization of the expedition. He laid emphasis on both the economic and psychological importance of the whaling industry to the Norwegians. He stated that when the catch limit of 16,000 blue whale units was established it was not anticipated that the Germans or the Japanese would be permitted to engage in whaling. He further stressed the Japanese practice in the past of ignoring the international whaling agreements.

894.628/10-1846

Mr. Lykke then expressed the desire of his Government as follows:

1. That, if possible, SCAP be directed to rescind the authorization.
2. If impossible to reverse the decision, then the Norwegians desired that the expedition be undertaken by Norway and that the vessels be manned by Norwegian crews. Mr. Lykke suggested that if Japan needed the whale oil, she might purchase it from Norway.

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Mr. Acheson assured Mr. Lykke that a thorough inquiry into the problem would be made.

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DEPT feels in view BRIT waiver objections to expedi-
 tion and cooperative attitude every effort should be
 make exception to general rule in this particular case and
 exerted/meet request regarding rations either from
 BRIT Commonwealth or SCAP sources. With regard
 amounts of salaries (SCAP C-65657, 29 SEPT), EMB
 has agreed telegraph London immediately for this info.
 SCAP comments requested.

*Byrnes
(HB)*

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OCT 18 P.M.

JA:JKEmerson:mls
10-18-46 *HB*

FE
J. V.

IR
(cleared by phone
with Mr. VanSant)

INCOMING AIRGRAM

DEPARTMENT OF STATE DIVISION OF COMMUNICATIONS AND RECORDS TELEGRAPH BRANCH

INTERNATIONAL RESOURCES DIVISION

Reply drafted 11/14/46
NOV 14 1946 *ERUS*

DEPARTMENT OF STATE

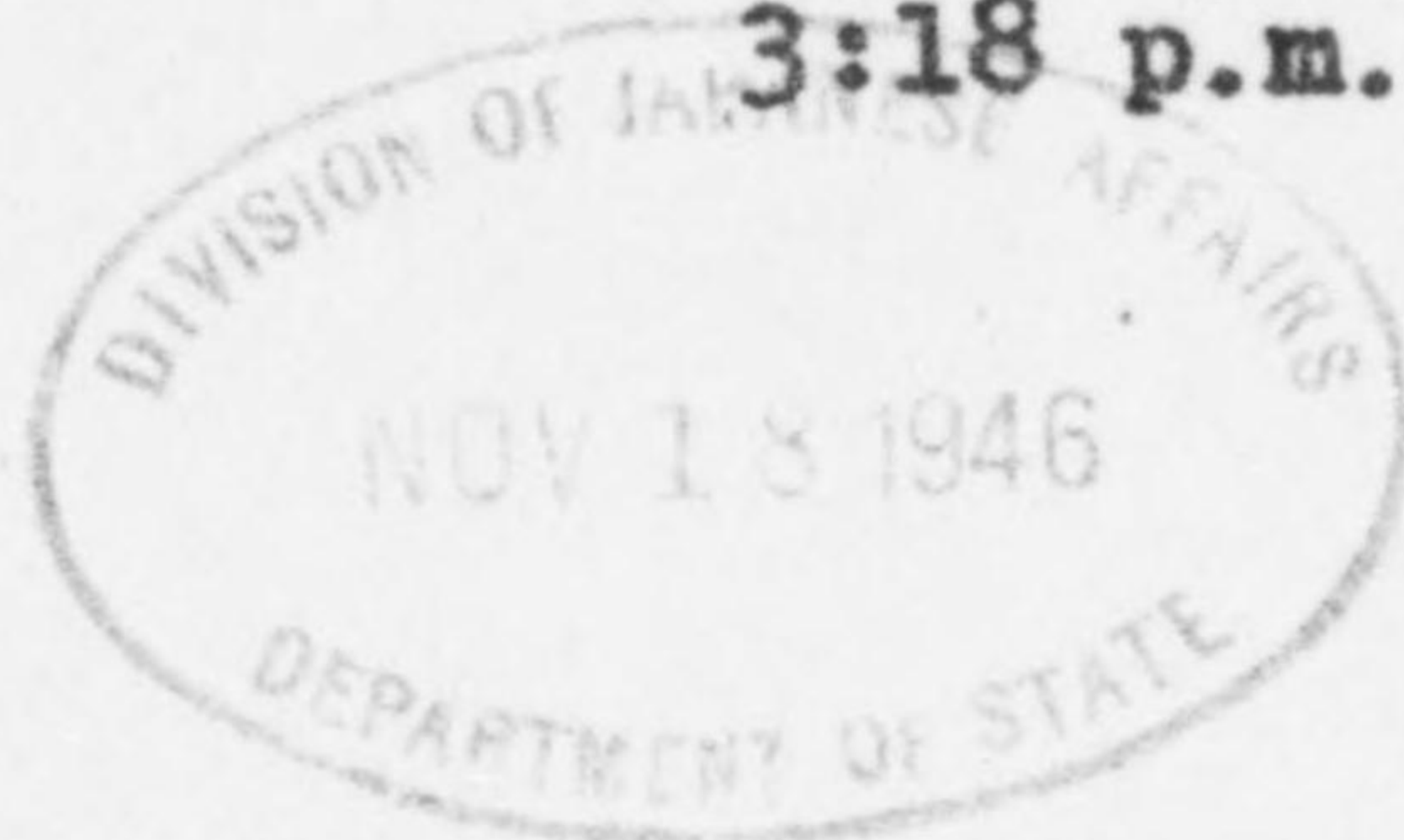
AIRGRAM

5420

From: Tokyo

Dated: October 18, 1946

Rec'd: Oct. 31, 1946
3:18 p.m.



CONFIDENTIAL

A

ACTION-ITP

INFO:

DC/R Secretary of State,

A-H Washington.

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A-98, October 18, 1946.

Reference Department's A-133, September 26, 1946 and Department's telegram 413, July 26, 1946.

In the final paragraph of the Norwegian note received by the Department on September 17 and forwarded in the Department's airgram under reference, it is stated: "The very valid reasons for the opposition of the Norwegian Government to any Japanese whaling operation have been explained before, and I shall not recapitulate them here." A careful search of our files indicates that we have not received the details of the Norwegian Government's protest concerning the forthcoming Japanese whaling operation.

We should much appreciate receiving in full the reasons for the Norwegian opposition.

11.1.46
Smithsonian
Coastguard

ATCHELSON

780

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DEC 4 1946

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DIVISION OF
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DEPARTMENT OF STATE
INCOMING TELEGRAM

8-X

London via War

Action: ITP
Info :

Dated October 21, 1946

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Rec'd 9:47 a.m., 21st

Control 7001

No paraphrase necessary.

INTERNATIONAL RESOURCES DIVISION

Replied 10/23/46
OCT 21 1946

DEPARTMENT OF STATE

SECSTATE

8955, October 21, 1 p.m.

Because British delegation whaling conference leaves November 10 FONOFF particularly desirous receive draft agenda rules procedure mentioned DEPCIRTEL October 1 noon as being airmailed. When can Embassy except receive them.

GALLMAN

IC: Bruce

MRM: ACM

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894.628/10-2146

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DEPARTMENT OF STATE
OCT 30 1946
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OCT 28 1946

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Department of State

Washington

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NIGHT LETTER

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OCT 25 1946

AMBASSY,

LONDON.

7365-

TWENTY-FIFTH

Draft agenda and rules procedure whaling conference will be transmitted AMEMBASSY air mail in several days and simultaneously to Brit Emb Washington (EMBTEL 8955/Oct. 21). ^{DRAFT} Agenda expected include:

894.628/10-2146

1. Codification provisions regulations to be applicable 1947-48 and subsequent seasons.
2. Establishment whaling commission.
3. Particular consideration -
 - a. 24 hour inspection factory vessels
 - b. Uniform penalties
 - c. Reports on research results and special research permits
 - d. Encouragement collection and analysis biological data in connection whaling operations
 - e. Definition land station
 - f. Closure to factory vessels waters north 66° North Latitude
 - g. Whale sanctuary
 - h. Length whaling season
 - i. Catch limitation and method of administering

TELEGRAPH RELEASE DESK

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- j. Length limits, sei and sperm, elimination special length sperm whales intended for food
- k. Full use carcass
- l. Verification biological and statistical data at tally, determination length while whale at rest
- m. Protection humpback whale.

Acheson
Acting
(EGC)

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IR:WESFlory:bmd
10/23/46

Cleared by phone with:

P.H.N.
I.T.P.

Smithsonian - Dr. Kellogg *MESJ* IC - ~~XXXXXXXXXX~~
Interior - Dr. Deason *MESJ* Mr. Willard
bmd

CR *✓*
OCT 25 1946 P.M.

Ref. 2282/--/46

Delivered by
Mr. Green to
Mr. Emmerson
Oct. 31, 1946.

MEMORANDUM

The information given telephonically to this Embassy on the 26th October in regard to the date and place of assembly for whaling inspectors was communicated immediately to His Majesty's Government.

A reply has now been received to the effect that, because of the infrequency of the Air Service to Hong Kong and the difficulty of completing medical and other arrangements within the short time available, it would, unfortunately, not be possible for British inspectors to leave London before 16th November at the earliest. They would thus only reach Hong Kong on 21st November.

His Majesty's Government do not wish the departure of the expedition to be delayed on this account, but would be glad to learn whether any alternative can be suggested by which the inspectors could catch the expedition en route. Failing such facility His Majesty's Government regret that it will not be possible to provide British inspectors.

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SEP 24 1951

894.628/10-2146

Handwritten initials

BRITISH EMBASSY,
WASHINGTON, D.C.

31st October, 1946.

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Washington

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U.S. URGENT

SUPREME COMMANDER FOR THE ALLIED POWERS

TOKYO
544

INFO: WAR DEPT CHIEF OF STAFF

FOR POLITICAL ADVISER

Following message has been sent to War Dept for approval and transmission to SCAP:

mm
894.628/10-2246

QUOTE: Brit EMB now states (REURTEL 482, Oct 22) United Kingdom inspectors because of infrequency air service Hongkong and difficulty completing medical other arrangements cannot arrive Hongkong before Nov 21. EMB states Brit GOVT does not wish delay departure expedition this account but inquires whether any alternative can be suggested. SCAP comments requested re feasibility BRIT inspectors joining expedition when it passes through Lombok Straits if Netherlands GOVT grants permission (The Hague 868, *941629* Oct 29, repeated to Tokyo). Suggest matter might be discussed with Netherlands Mission Tokyo.

894.628/10-2246

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Norwegian

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Charge to

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Norwegian EMB has just notified Dept Lt. Com, Ostby (DEPTEL 540, Oct 29) unable join whaling expedition and Norwegian GOVT cannot at this time provide another inspector. EMB inquires whether one of Norwegian inspectors on board factory ship in Antarctic might be permitted to board one of Japanese factory ships for short period of time in case factory ships should meet on catching grounds and such visits would be practicable. SCAP comments requested re feasibility this arrangement. UNQUOTE

*Byrnes
(JCP)*

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JA: J. J. Emerson: mls
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Cleared by telephone
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Mr. Van Sant
Cleared by telephone
Mr. Parsons
Cleared by telephone
NOE
Mr. Parsons
A-H
Cleared by telephone
BC
Mr. Linebaugh

DIVISION OF COMMUNICATIONS AND RECORDS TELEGRAPH BRANCH

DEPARTMENT OF STATE INCOMING TELEGRAM

FE ACTION COPY

11-X

Action: FE Info: EUR DC/L OFD UE A-H OCD FC DC/R

Tokyo via War

Dated October 22, 1946

Rec'd 6:12 p.m., 25th.

Office of FAR EASTERN AFFAIRS OCT 26 1946 8:35am Department of State

CONFIDENTIAL

Control 8815

No paraphrase necessary

SECSTATE

Routing slip table with columns for various departments and checkboxes.

Handwritten notes and stamps including 'Mr. H. Gray', 'reformed to telephone', and 'OCT 26 1946'.

Cur #8 quoted to Emb. 10/28/46

894.628/10-2246

482. October 22.

1. SCAP entirely agreeable to furnishing rations for United Kingdom inspectors in same manner as other aid is extended to British Commonwealth occupation forces, namely on dollar reimbursement basis, (REDEPTEL 531, October 18) if rations cannot be furnished by British Commonwealth occupation forces in Japan.

2. United Kingdom inspectors should report as soon as possible, and in any event not later than November 8 to Fisheries Division, Natural Resources Section, SCAP. Whalers will depart from southern Japan November 12.

3. SCAP inspectors are United States Army officers and their salaries and other expenses will not be met from proceeds of voyage. Their salaries and expenses are part of occupation costs. Proceeds from sale of oil, only returns from whaling expedition which could be used for payment salaries and expenses, will presumably be credited to SCAP account for payment for food and other necessary imports. In view of limited proceeds from this voyage and their use to pay for necessary imports, SCAP feels that United Kingdom inspectors should receive their salaries and other expenses in manner similar to SCAP inspectors, namely to be met in first instance by United Kingdom Government and, if so desired, to be made part of United Kingdom occupation expenses for later reimbursement by Japan.

4. SCAP clearance is granted for 2 United Kingdom inspectors for service with forthcoming Antarctic whaling expedition. Data required in SCAP circular 8, August 30, should be furnished earliest.

ACHESON

NOTE: Message delayed in transmission.

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DEPARTMENT OF STATE NOV 14 1946

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Department of State

Charge Department:

Washington

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Charge to

No paraphrase necessary. CONFIDENTIAL

U.S. URGENT

OCT 29 1946
6 pm

SUPREME COMMANDER FOR THE ALLIED POWERS

TOKYO

INFO: WAR DEPT CHIEF OF STAFF 540 894.628/10-2246
FOR POLITICAL ADVISER

Norwegian Govt proposes send Lt. Com. Harald Ostby as whaling inspector to accompany SCAP expedition. Ostby born Feb 2, 1907, employed whaling inspector by Norwegian Dept Commerce since 1936. Salary to be same as that specified by British (REDEPTEL 535, Oct 24). Norwegian EMB requests SCAP provide rations and pay salary from proceeds expedition. Substance SCAP reply to re inspectors BRIT/ (URTEL 482, Oct 22) communicated to Norwegians. Since charge against occupation cost not applicable in case Norwegians SCAP comments invited. Meantime Norwegian EMB has been informed Allied inspectors are to report SCAP Nov 8 and that expedition sails Nov 12. SCAP clearance awaited. Same cable being sent by Byrnes to SCAP.

894.628/10-2246 CS/HH

894.628/10-2246

DISTRIBUTION DESIRED (OFFICES ONLY) Dist. Out. Rev. Ans. DOJ - Report

OCT 29 1946 F.M.

JA:JK Emmerson:mls 10-28-46

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(Cleared by telephone with Mr. VanSant)

Cleared by phone with Paige JK

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DIVISION OF
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OFFICE OF EUROPEAN AFFAIRS
DISTRIBUTION OFFICE
OCT 25 1946
DEPARTMENT OF STATE

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Control 8247
No paraphrase necessary.
SECSTATE

Tokyo via War
Dated October 24, 1946
Rec'd 11:17 a.m., 24th

485, October 24

Urgently request Dept take necessary action to obtain agreement of Netherlands Govt to use by Japanese whaling fleet of passage through Lombok Strait between islands of Bali and Lombok on outbound voyage of forthcoming whaling expedition. Agreement requested because direct route requires passage Lombok Strait which is only 11 nautical miles in width at narrowest point.

Japanese maintain, and United States Navy sources here confirm, that Lombok Strait is recognized ocean highway and considered by all nations to be part of high seas. Alternate and indirect, tortuous route which would permit ships to stay 12 miles from any land involves passage through unfamiliar and normally unfrequented waters with unknown mine fields and other hazards via Muluksche Seas, Ceram Sea, Banda Sea and around Sermata Islands into Timor Sea. This course would necessitate additional 304 nautical miles and 36 hours of travel each way in addition to estimated extra 300 tons of fuel oil. SCAP and United Kingdom inspectors will accompany all vessels.

Urgent action by Department and Netherlands Govt on this request will be greatly appreciated as expedition sails November 12th.

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OCT 29 1946
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894.628/10-2446

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DEPARTMENT OF STATE
NOV 14 1946

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OCT 24 1946

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No paraphrase necessary.
CONFIDENTIAL

SUPREME COMMANDER FOR THE ALLIED POWERS

^{TOKYO}
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INFO: WAR DEPT CHIEF OF STAFF
FOR POLITICAL ADVISER

894.628/10-1846

DEPT informed by BRIT EMB (REDEPTEL 531, Oct 18)
that salaries to be paid inspectors on whaling factory
ships by BRIT GOVT will be 36 pounds, 13 shillings,
4 pence per month exclusive food and accommodation.

894.628/10-2446

CS/V

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894.628/10-2446

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10/23/46

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Cleared by
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with Van Sant
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OUTGOING TELEGRAM

Department of State

Washington

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PREPARING OFFICE WILL INDICATE WHETHER

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Charge Department:

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AMEMBASSY,

THE HAGUE.

601

Following

~~Quoted below~~ is Tokyo's 485 to DEPT Oct 24.

QUOTE Urgently request DEPT take necessary action to obtain agreement of Netherlands GOVT to use by Japanese whaling fleet of passage through Lombok Strait between islands of Bali and Lombok on outbound voyage of forthcoming whaling expedition. Agreement requested because direct route requires passage Lombok Strait which is only 11 nautical miles in width at narrowest point.

Japanese maintain, and United States Navy sources here confirm, that Lombok Strait is recognized ocean highway and considered by all nations to be part of high seas. Alternate and indirect, tortuous route which would permit ships to stay 12 miles from any unfrequented waters with unknown mine fields and other hazards via Muluksche Seas, Ceram Sea, Banda Sea and around Sermata Islands into Timor Sea. This course would necessitate additional 304 nautical miles and 36 hours of travel each way in addition to estimated

extra

Paraphrase before communicating except to Government Agencies.
RESTRICTED

OCT 25 1946

894.628/10-2446

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894.628/10-2446

DCR - IIP Unit

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Charge Department:

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extra 300 tons of fuel oil. SCAP and United Kingdom inspectors will accompany all vessels.

Urgent action by Department and Netherlands GOVT on this request will be greatly appreciated as expedition sails November 12. END QUOTE

Expedition will be under SCAP flag and control. DEPT favors request and suggests you cable Tokyo direct if NETH GOVT agrees.

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Washington 7118

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No paraphrase necessary.
RESTRICTED

SUPREME COMMANDER FOR THE ALLIED POWERS

OCT 25 1946

TOKYO

538

INFO: WAR DEPT CHIEF OF STAFF

FOR POLITICAL ADVISER

894.628/10-2446

7 p

Text URTEL 485 October 24 sent to Hague with
request they take up matter with NETH GOVT and advise
you directly.

894.628/10-2446

*Re outbound voyage of
forthcoming whaling
expedition*

Acheson
Acting
(JKA)

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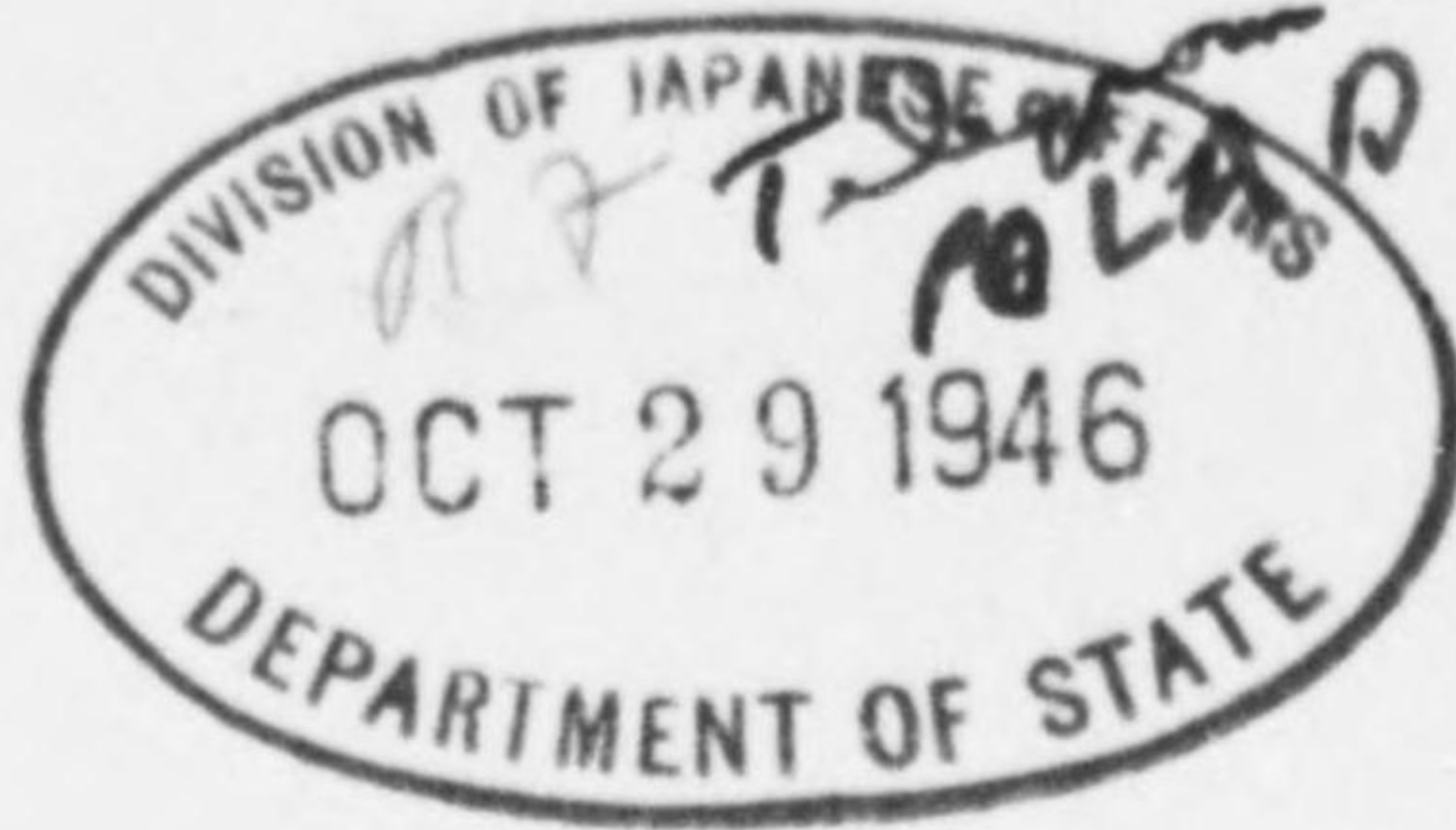
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No paraphrase necessary

SECSTATE



Tokyo via War

Dated October 25, 1946

Rec'd 6:12 p.m., 25th.

INTERNATIONAL RESOURCES DIVISION
Referred to JA for action
OCT 28 1946 ZAVZ
DEPARTMENT OF STATE

IR: Van Sant

URGENT

486, October 25

Reference second paragraph DEPTTEL/500 September 28.

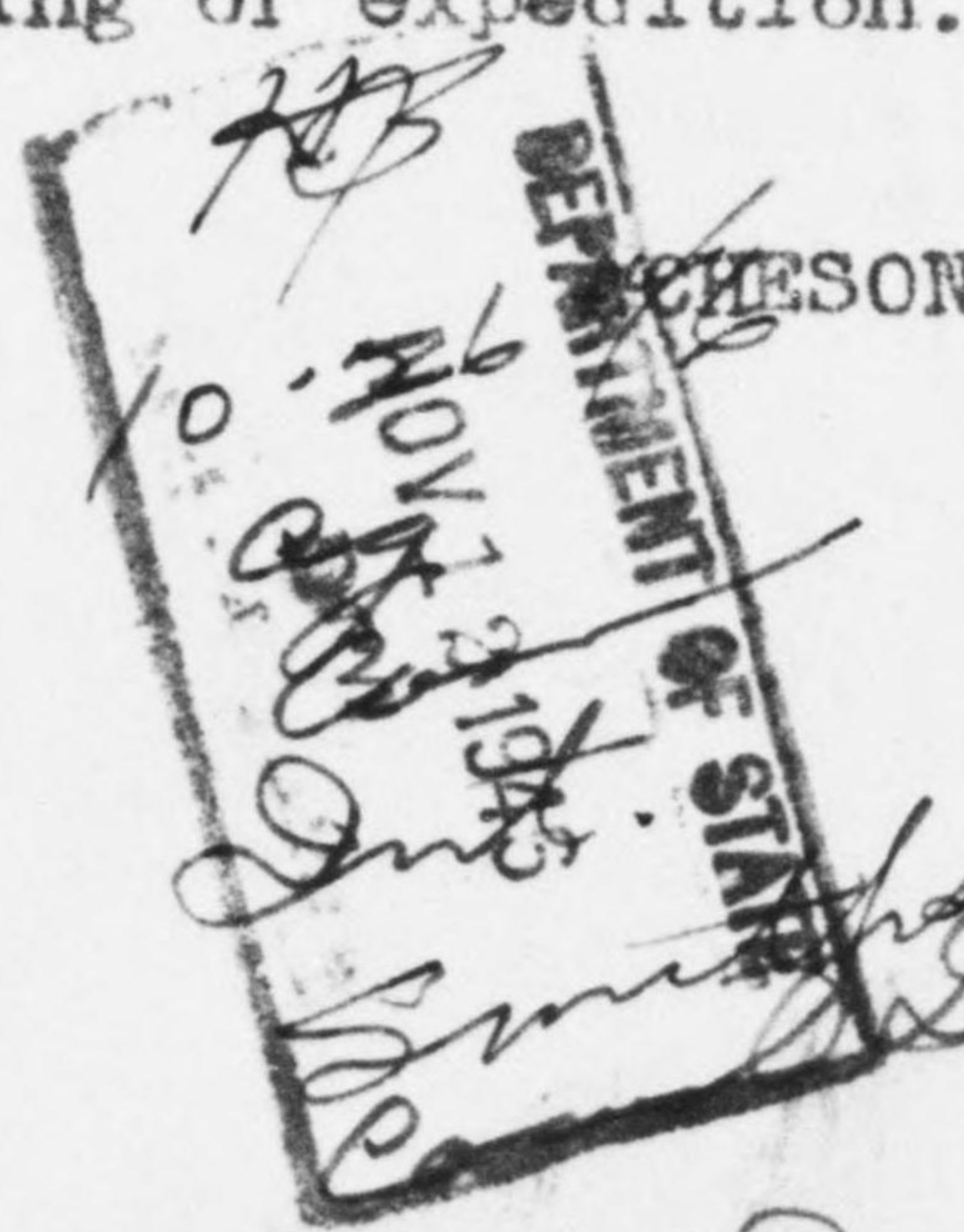
1. We now learn that as SCAJAP flag has been given international notification to be flown by special category of ships under Japanese operation, it cannot be used for whaling expedition. There is no SCAP flag.

2. If complaining governments were agreeable, simplest procedure would be use of Japanese Merchant Marine Flag for reasons that under International Law and usage, flag indicates ownership, nationality or registry and while these ships are under SCAP control they are Japanese-owned. Possible solution is to fly Japanese Flag with reversed colors-white ball on red field. Request urgent approval this flag and if approved request Department promulgate this flag internationally and give any other international notifications necessary. Flag to be used must be decided upon immediately and necessary notifications given because November 12 is date of scheduled sailing of expedition. Request Department's views earliest.

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DEPARTMENT OF STATE
 TELEPHONE
 Memorandum of Conversation

HW file with the other telegrams on this
 DATE: October 29, 1946

SUBJECT: Use of SCAP Flag on Japanese Whaling Expedition

PARTICIPANTS: Colonel Metze, Navy Department
 Mr. Klise, ONI, Navy Department
 Mr. Deimel

COPIES TO:

*** 1-1493

Colonel Metze told me that the Operation Plan of July 6, 1946 of the Commander Naval Forces Japan, who is also SCAJAP, states with reference to Japanese merchant vessels that with only a few minor exceptions all such vessels over 100 gross tons are operated by the Japanese civil merchant marine commission which in turn is under control of SCAJAP; that Japanese merchant vessels fly the merchant ensign only but that the Liberty and other United States owned ships operated by Japanese crews in repatriation fly the merchant ensign plus a special flag adapted from the international code "option" (letter "O"). This international code flag is a yellow over red triangle. The SCAJAP flag substitutes green for the yellow. Japanese naval ships engaged in repatriation fly the Japanese merchant ensign plus another special SCAJAP flag adapted from the international code "easy" (letter "E"). This flag is red and blue, subdivided vertically and the modifications of the SCAJAP flag has been by cutting a triangle out of the outer or blue segment.

Naval Operations informed Colonel Metze that the special flags for SCAJAP were given approval by the Chief of Operations. Col. Metze pointed out with reference to the use of either of the SCAP flags for the whaling expedition that it would involve a departure: the first SCAP flag is used only for U.S. owned vessels manned by Japanese crew and engaged in repatriation; the second SCAJAP flag is used only by Japanese naval ships engaged in repatriation. However, we agreed that it would appear simplest to extend the applicability of either of these flags than to devise and promulgate a completely new one.

I discussed this with Mr. Klise, Far Eastern Section, ONI, who called me yesterday and he concurred in these views.

894.628/10-2546

- 2 -

I then discussed the foregoing with Mr. Fearey in JA, who agreed to prepare an appropriate telegram for Tokyo to indicate preliminary views here as to desirability of extending application of SCAJAP flag, and to inquire as to ~~the~~ *how* this flag was internationally promulgated. Since this solution might offer some difficulties, I agreed to ask the Navy Department to begin exploration of problem of approving new SCAP flag, using reversed colors of Japanese merchant marine flag - i.e. using white ball on red field. I then called Colonel Metze back and asked if he would initiate inquiries along this line.

Lewis AH called later, said after discussion with Fearey he had located Capt Broadhead (?) who had handled the matter, who gave him data as to how promulgated (locally by SCAP, in Washington by Navy). Also said reversed Jap merchant marine flag not thought desirable. Fearey's telegram being amended accordingly.

Emtel, Tokyo # 486

10/25/46

894.628/10-25-46

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Washington

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Charge to **STATE**

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No paraphrase necessary.
RESTRICTED

SUPREME COMMANDER FOR THE ALLIED POWERS

OCT 31 1946

TOKYO

543
INFO: WAR DEPT CHIEF OF STAFF

5 P.M.

FOR POLITICAL ADVISER

894.628/10-2546

Rest
wb

REURTEL 486, October 25 following ~~filed with~~ WAR DEPT

message submitted to

for transmission to SCAP: QUOTE Preliminary view here

one of favors extension SCAJAP flags modified from international

Option or Easy to cover whaling. Approval new reverse

color Japanese flag would take longer, ~~unavoidable~~ and might have objectionable connotations.

~~here through what channels promulgation SCAJAP flags was~~

~~distributed through SCAP.~~ Taking no action until

informed your preference. ~~and~~ Promulgating procedure could be that

previously employed. ~~UNQUOTE~~ for SCAJAP flag. UNQUOTE

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10-29-46

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NEW ZEALAND LEGATION
WASHINGTON 8, D. C.

Office of
FAR EASTERN AFFAIRS
OCT 29 1946
DIRECTOR
Department of State

DIVISION OF JAPANESE
Affairs
New Zealand
145/1946
OCT 30 1946
DEPARTMENT OF STATE

894.628/10-2946

October 29, 1946

Dear Mr. Vincent,

Following our telephone conversation today I am enclosing herewith a note (in the form of an aide-memoire) of the views of the New Zealand Government in reply to the aide-memoire of the Department of State dated October 4, 1946.

894.628/10-23

I understand from Mr. Graves that any Allied inspectors appointed are required to report in Tokyo by November 8th, and I expect to receive very early word from Wellington as to whether or not New Zealand will be wishing to appoint an inspector.

Yours sincerely,

G. R. Powles

G.R. Powles,
First Secretary.

encl.

DEC 17 1946

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894.628/10-2946

Mr. John Carter Vincent,
State Department,
WASHINGTON, D.C.

DCR - IIP Unit
ad
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AIDE-MEMOIRE

The New Zealand Government has carefully considered the aide-memoire of the Department of State dated October 4, 1946.

The New Zealand Government wishes at the outset to express its appreciation that its main objections to the proposed Japanese whaling expedition have been met. It is also pleased to note that all the whale oil obtained will be subject to I.E.F.C. allocation and that the provisions of the International Whaling Convention will be strictly observed.

Furthermore, great importance is attached to the assurance that the long term future of Japanese whaling and the ultimate disposition of Japanese whaling facilities will be a matter for Allied consultation and decision, and that no possible future expedition will be approved without prior consultation with the Governments concerned. The New Zealand Government considers it important that future policy should be discussed and settled as soon as possible.

It is noted that after leaving Japan the expedition will not approach any land, and it is assumed that this includes the shores of the Ross Dependency. It is also assumed that arrangements are being made for refuelling which will not make it necessary for the expedition to use any southern ports, but in due course information would be welcomed regarding the fuelling plan and the route the expedition will take.

Since it appears to be impracticable to have complete Allied crews, the New Zealand Government is gratified to note that the expedition will be under complete Allied control and will be accompanied by personnel from SCAP headquarters. In view of the fact that the Japanese personnel concerned are to be screened by SCAP, no further recommendations concerning security safeguards are made at present, but it is desired that it be clearly understood that in this respect, as in all others, this expedition creates no precedent for the future.

The New Zealand Government welcomes the invitation to be associated in the provision of additional Allied inspectors for the expedition and is urgently considering whether it will be in a position to accept the invitation.

Finally, it is desired to mention the directive of the Supreme Commander of the 23rd August, 1946 relating to the conversion of a partly built ship into a whaling factory ship, and to state that the provisions of this directive can not but be understood in some quarters as tending to prejudice any decision relating to the future of Japanese whaling and consequently it is sincerely hoped that such directive will be cancelled at an early date.

In the circumstances, and subject to the comments made above, the objections to the proposed expedition are therefore withdrawn.

New Zealand Legation,
Washington, D.C.
October 29, 1946.

GAP

Oct 29

AIDE-MÉMOIRE

With reference to the inquiry of the New Zealand Legation in its aide-mémoire of October 29, 1946, with regard to the SCAP directive of August 23, 1946, authorizing the Japanese Government to convert a tanker into a whale processing ship, conversion to be completed in May, 1947, information has been received from the Supreme Commander that the use of this ship for Bonin Island whaling operations, for which it was intended, has now been found to be impracticable. Consequently conversion operations will not be continued and, beyond the completion of the hull to a point where launching is possible, no further construction or conversion will be carried out pending decision regarding the future use of the vessel.

With regard to the route, schedule and other arrangements affecting the SCAP-controlled Antarctic whaling expedition, the following information has been received from SCAP:

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894.628/10-2946

- 2 -

"The first units of the SCAP-controlled Antarctic Whaling Expedition, consisting of the factory ship HASHIDATE MARU and six killer boats, departed from Yokosuka November 15, followed two days later by the carrier TADOTSU MARU. The second part of the fleet consisting of the factory ship NISSHIN MARU, three carrier ships (TENYO MARU, BANSHU MARU and BANSHU MARU No. 32) and five killer boats, left Nagasaki November 18. One killer boat ran aground and is being replaced with another scheduled to depart November 29. The NISSHIN MARU suffered a few days delay because of engine trouble. The BANSHU MARU No. 35 and BANSHU MARU No. 36 were to leave Nagasaki December 2. The oil transport SAN DIEGO MARU is to leave Yokosuka December 12.

"The sailing course runs southwesterly from Japan off the east coast of Mindanao into the Celebes Sea, through Macassar and Lombok Straits and thence southeasterly on a route approximately

- 3 -

60 miles off the west coast of Australia to a destination between 120 degrees and 130 degrees east longitude at 60 degrees south latitude. The whaling vessels are prohibited from approaching closer than twelve miles to any land beyond the home islands except in passage of the Lombok Straits where, as a matter of convenience to the British Government, the United Kingdom observer is to be taken aboard. The northern boundary of the area in which whaling is to be conducted under SCAP directive is several hundred miles distant from the nearest portions of Australia, Tasmania and New Zealand.

"Ships will steam at approximately ten knots, passing through the Lombok Straite approximately two weeks after departure and arriving at the destination approximately 30 days after departure."

Department of State,

Washington, December 13 1946

DEC 13 1946

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AIDE-MÉMOIRE

The Department of State desires to refer to the New Zealand Legation's aide-mémoire of May 6, 1948, replying to the Department's aide-mémoire of April 13, 1948, in which the Department offered to transmit to the Supreme Commander for the Allied Powers in Japan for his consideration such views as the New Zealand Government might care to submit regarding a contemplated third SCAP-administered, Japanese-manned Antarctic whaling expedition.

A message has now been received from the Supreme Commander advising that he has decided, after careful consideration of the New Zealand Government and other interested Governments' views, to authorize a third expedition. The reasons leading him to this decision are stated to be the same as those necessitating the first and second expeditions, notably the continuing acute shortage of necessary food products in Japan and the importance of maximizing foreign exchange resources for the procurement of essential imports for Japan. The Supreme Commander further states, however, that in view of the New Zealand and other Governments' objection to the inclusion of a third factory ship, and because of his desire to meet these Governments' wishes in the matter of Japanese whaling to the largest possible extent consistent with the effective performance of the occupation mission, he has decided not to authorize the addition of a third ship.

With reference to the New Zealand Government's opinion that the whole question of Japanese participation in Antarctic whaling should be settled in the Far Eastern Commission, the position of the United States Government on this question has already been made clear in connection with the previous expeditions and need not be repeated

-2-

here. It is the view of this Government that the Supreme Commander has authority under the provisions of FEC-035, or under his general powers as "the sole executive authority for the Allied Powers in Japan", to authorize the subject expedition, and that he should do so.

The Department of State is gratified to note that the New Zealand Government offers no objection to the despatch of a SCAP-administered Antarctic whaling expedition this year. It is assumed that the Supreme Commander will follow the same procedures for advising interested governments of the route and other particulars of the third expedition as he did last year. If the New Zealand Government desires to assure itself on this point it is suggested that it address its inquiries directly to the Supreme Commander.

NA:RAFearey/fhh

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TO BE TRANSMITTED
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RESTRICTED

Department of State

NO. A-157

Washington,

TIME _____

2114
2114

Nov 20, 1946

To the

United States Political Adviser to the
Supreme Commander for the Allied Powers,
Tokyo.

For your information following is text of note received from the New Zealand Legation on October 29, 1946 on the subject of Japanese Antarctic whaling expedition:

"The New Zealand Government has carefully considered the aide-memoire of the Department of State dated October 4, 1946. 894.628/8-2346

"The New Zealand Government wishes at the outset to express its appreciation that its main objections to the proposed Japanese whaling expedition have been met. It is also pleased to note that all the whale oil obtained will be subject to I.E.F.C. allocation and that the provisions of the International Whaling Convention will be strictly observed.

"Furthermore, great importance is attached to the assurance that the long term future of Japanese whaling and the ultimate disposition of Japanese whaling facilities will be a matter for Allied consultation and decision, and that no possible future expedition will be approved without prior consultation with the Governments concerned. The New Zealand Government considers it important that future policy should be discussed and settled as soon as possible.

"It is noted that after leaving Japan the expedition will not approach any land, and it is assumed that this includes the shores of the Ross Dependency. It is also assumed that arrangements are being made for refuelling which will not make it necessary for the expedition to

use any

894.628/10-2946

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Department of State

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Washington,

TIME _____

A-157 to Tokyo -2-

use any southern ports, but in due course information would be welcomed regarding the fuelling plan and the route the expedition will take.

"Since it appears to be impracticable to have complete Allied crews, the New Zealand Government is gratified to note that the expedition will be under complete Allied control and will be accompanied by personnel from SCAP headquarters. In view of the fact that the Japanese personnel concerned are to be screened by SCAP, no further recommendations concerning security safeguards are made at present, but it is desired that it be clearly understood that in this respect, as in all others, this expedition creates no precedent for the future.

"The New Zealand Government welcomes the invitation to be associated in the provision of additional Allied inspectors for the expedition and is urgently considering whether it will be in a position to accept the invitation.

"Finally, it is desired to mention the directive of the Supreme Commander of the 23rd August, 1946 relating to the conversion of a partly built ship into a whaling factory ship, and to state that the provisions of this directive can not but be understood in some quarters as tending to prejudice any decision relating to the future of Japanese whaling and consequently it is sincerely hoped that such directive will be cancelled at an early date.

"In the circumstances, and subject to the comments made above, the objections to the proposed expedition are therefore withdrawn."

FOR ✓
NOV 20 1946

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app'd. by War-CAD (Chard)

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Control 9812

Paraphrase before communicating except to Govt Agencies

SECSTATE

The Home

Dated October 29, 1946

Rec'd 3:35 p.m., 29th

894.628/10-2446

868, October 29, 5 p.m.

894.628/10-2446

FONOFF states Navy Ministry approves (REDEPTEL 601, October 25 and Tokyo's 485 to Dept October 24) passage through Lombok Strait by Japanese whaling fleet provided passage is continuous and no stop made. Overseas Ministry is referring matter to Netherlands Indies Govt together with comment of Navy Ministry with request reply be cabled direct to Netherlands' Mission Tokyo. Informant added that while no objection passage can be perceived here and believes permission will be granted, possibility nevertheless exists Indies Govt may raise objections.

Sent to Dept as 868; repeated to Tokyo.

HORNBECK

BB:CWD

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894.628/10-2946

NOV 1 1946

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PREPARING OFFICE WILL INDICATE WHETHER

OUTGOING TELEGRAM

PREPARING OFFICE WILL TYPE HERE CLEARLY THE CLASSIFICATION OF THE MESSAGE:

Collect

Charge Department:

Department of State

Charge to

Washington

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Amemian Consul
CONSULATE GENERAL,

NOV 7 1946

BATAVIA, JAVA

340

894,628/10-2446

894,628/10-2946
6 pm

Dept Oct 25 requested EMB The Hague approach

Netherlands GOVT to obtain agreement use by SCAP-controlled Japanese antarctic whaling fleet of passage through Lombok Strait on outbound voyage whaling expedition. EMB replied Oct 29 that Dutch Navy Ministry approved passage providing continuous and no stops made. Dutch For'n Office stated Overseas Ministry had referred matter NEI GOVT together with Navy Ministry comment and request that /reply be cabled direct Netherlands Mission, Tokyo.

894.628/10-2946

CS/HH

SCAP has not yet received confirmation Dutch permission pass Lombok Strait and requests Dept exert further efforts expedite final confirmation. Fleet expects arrive vicinity Lombok Nov 23.

894,628/10-2946

DISTRIBUTION DESIRED (OFFICES ONLY)

EVR

requests Dept suggests you inquire NEI GOVT this matter before sailing date Nov 12. notify and requests Tokyo ~~be notified~~ direct. Repeated to Tokyo

NOV 7 1946 P.M. 5:15
JA:JKEmmerson:mls
11-7-46
Code Room: Please repeat to Tokyo. 559

Acting (T.C.V.)

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NORWEGIAN EMBASSY
WASHINGTON 7. D. C.

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DEPARTMENT OF STATE

1946 OCT 30 AM 9 01

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ASSISTANT SECRETARY
A-H
JAN 10 1947
GENERAL HILLDRING
DEPARTMENT OF STATE

note to Ambassador
Norway
1-13/46
MD
NOV 1 - 1946
DEPARTMENT OF STATE

Excellency:

I have the honor to acknowledge the receipt
of the Acting Secretary's note of October 16, 1946,
regarding the question of Japanese whaling in the
Antarctic under authority of the Supreme Commander for
the Allied Powers.

The Royal Norwegian Government understands
from your note that the United States Government finds
it necessary to uphold the decision to send out two
whaling expeditions from Japan for the coming season.
Even though my Government has to acquiesce in this
factual situation, it is still of the opinion that it
is unfortunate, from reasons previously advanced, that
the Japanese whaling expeditions have been authorized.

When the ~~Change~~ ^{Charge} d'Affaires on September 6, 1946

presented

His Excellency James F. Byrnes
Secretary of State,
Washington, D.C.

DEPARTMENT OF STATE
LEGISLATIVE
JAN 8 1947
TREATY BRANCH
OFFICE OF THE LEGISLATIVE COUNSEL

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INTERNATIONAL RESOURCES DIVISION
JAN 7 1947
DEPARTMENT OF STATE

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JAN 13 1947

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Jan 10

NORWEGIAN EMBASSY
WASHINGTON 7. D. C.

- 2 -

presented an Aide-Memoire regarding certain British proposals, he orally expressed my Government's support of the representations made by the British Embassy against the Supreme Commander's directive of August 23, authorizing the conversion of a tanker into a whale processing ship to be completed after the end of the coming season. My Government upholds its strong objection against the construction of a third Japanese factory ship. It presumes that under no circumstances will permission be given for Japanese whaling operations in future seasons.

The Norwegian Government will be glad to provide one Norwegian inspector for the expedition, and intends to assign Lieutenant-Commander Harald Ostby of the Royal Norwegian Naval Reserve. Lieutenant-Commander Ostby was born February 2, 1907. He was a whaling inspector for the Ministry of Commerce from 1936 until the war, and since then has been employed in the Whaling
Division

NORWEGIAN EMBASSY
WASHINGTON 7. D. C.

- 3 -

Division of that Ministry. It is presumed that he will receive the same remuneration and accomodation as the American and British inspectors, and that the Supreme Commander will find it possible to provide his subsistence. My Government is prepared to pay his salary and expenses in the first instance, but expects that these outlays will be reimbursed out of the proceeds of the expedition.

Accept, Excellency, the renewed assurances of my highest consideration.

For the Ambassador:

Lars J. Jorstad

No.: 362

KL/LC

JA

~~NOE~~

DEC 13 1946

Excellency:

I have the honor to acknowledge the receipt of your note No. 362 and to inform you, with regard to the SCAP directive of August 23, 1946, authorizing the Japanese Government to convert a tanker into a whale processing ship, conversion to be completed in May, 1947, that information has been received from the Supreme Commander that the use of this ship for Bonin Island whaling operations, for which it was intended, has now been found to be impracticable. Consequently conversion operations will not be continued, and, beyond the completion of the hull to a point where launching is possible, no further construction or conversion will be carried out pending decision regarding the future use of the vessel.

With regard to the route, schedule and other arrangements affecting the SCAP-controlled Antarctic

His Excellency

**Wilhelm Munthe de Morgenstierne
Ambassador of Norway**

894.628 / 10-3046

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[Handwritten signatures and initials]
BART

- 2 -

whaling expedition, the following information has been received from SCAP:

"The first units of the SCAP-controlled Antarctic Whaling Expedition, consisting of the factory ship HASHIDATE MARU and six killer boats, departed from Yokosuka November 15, followed two days later by the carrier TADOTSU MARU. The second part of the fleet consisting of the factory ship NISSHIN MARU, three carrier ships (TENYO MARU, BANSHU MARU and BANSHU MARU No. 32) and five killer boats, left Nagasaki November 18. One killer boat ran aground and is being replaced with another scheduled to depart November 29. The NISSHIN MARU suffered a few days delay because of engine trouble. The BANSHU MARU No. 35 and BANSHU MARU No. 36 were to leave Nagasaki December 2. The Oil transport SAN DIEGO MARU is to leave Yokosuka December 12.

"The sailing course runs southwesterly from Japan off the east coast of Mindanao into the Celebes Sea, through Macassar and Lombok Straits and thence southeasterly on a route approximately

60 miles off the west coast of Australia to a destination between 120 degrees and 130 degrees east longitude at 60 degrees south latitude. The whaling vessels are prohibited from approaching closer than twelve miles to any land beyond the home islands except in passage of the Lombok Straits where, as a matter of convenience to the British Government, the United Kingdom observer is to be taken aboard. The northern boundary of the area in which whaling is to be conducted under SCAP directive is several hundred miles distant from the nearest portions of Australia, Tasmania and New Zealand.

"Ships will steam at approximately ten knots, passing through the Lombok Straits approximately two weeks after departure and arriving at the destination approximately 30 days after departure."

Accept, Excellency, the renewed assurances of my highest consideration.

For the Secretary of State:

JOHN H. HILLDRING

DEC 13 1946

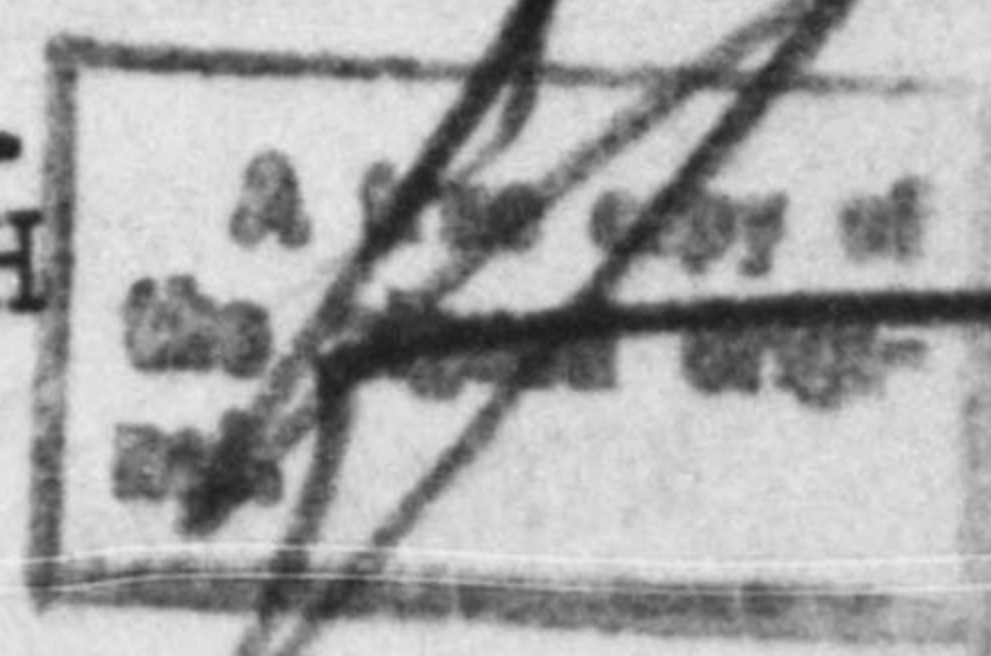
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DEPARTMENT OF STATE

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Control 1014

Rec'd November 4, 1946
5:30 p.m.

Office of FAR EASTERN AFFAIRS
NOV 5 1946
8:10 AM
Department of State

No action
By See Tokyo 497 Nov. 3
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1. Although Norway is not in position to recover expenses and salary of its whaling inspectors by making them part of occupation costs, it is not felt that there would be any justification in paying salary and expenses of Norwegian inspector from proceeds of expedition. Each ship will have adequate number of allied inspectors without the Norwegian and the sending of a Norwegian inspector is entirely voluntary on the part of the Norwegian Government. While SCAP approves assignment of additional allied inspectors and will welcome the maximum number (total of 4) possible to accommodate. REOURTEL 431, September 29, there would appear to be no justification in treating the salary of the Norwegian inspector any differently from those of other allied inspectors.

2. SCAP agreeable to furnishing rations for Norwegian inspector in same manner as other aid is extended to allied personnel, namely on dollar reimbursement basis. Assume Norwegians will make available dollar deposits to cover these costs.

3. SCAP clearance is granted Lt. Commander Harald Ostby for service as whaling inspector with forthcoming Antarctic Whaling Expedition. Data required in SCAP Circular 8 August 30 should be furnished earliest. This clearance granted providing Ostby can report not later than November 8 to Fisheries Division Natural Resources Section, SCAP. Transportation to and from Japan to be paid for by Ostby or by Norwegian Government. REDEPTEL 540, October 29.

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11-5-46
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NOV 15 1946
DEPARTMENT OF STATE

894.628/10-2246

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Note: Message delayed in transmission.

GD:JRMC

NOV 8 1946

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894.628/10-3146



UNITED STATES POLITICAL ADVISER FOR JAPAN

Page 1
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McConnell
DEC 12 1946
DEPARTMENT OF STATE

Tokyo, October 31, 1946

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DEPARTMENT OF STATE
DIVISION OF FOREIGN REPORTING SERVICES
NOV 21 1946
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Restricted

No. 676

SUBJECT: Weekly Report on Japanese Whaling Activities

ASSISTANT SECRETARY
A-H
DEC 17 1946
GENERAL HOLDING

in jake for A-H lead
894.628
10-14-46

The United States Political Adviser has the honor to refer to this Mission's despatch No. 647, October 14, 1946, with which were submitted reports on Japanese whaling activities for the period September 15-22, 1946, and to enclose herewith the following reports for the period September 22-October 12, 1946, prepared by the Natural Resources Section, General Headquarters, Supreme Commander for the Allied Powers:

894.628/10-3146

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Weekly Report of Whaling Activities in Japanese Coastal waters for the period 22 through 28 September 1946.

Weekly report of Whaling Activities in Japanese Coastal waters for the period 29 September through 5 October 1946.

Weekly Report of Whaling Activities in Japanese Coastal Waters for the period 6 through 12 October 1946.

Whale Products Derived from Japanese Coastal Whaling Activities for periods 22 through 28 September, 29 September through 5 October, and 6 October through 12 October 1946.

Weekly Status Report of the 1946-47 Japanese Antarctic Whaling Fleet for the period 22 through 28 September 1946.

Weekly Status Report of the 1946-47 Japanese Antarctic Whaling Fleet for the period 29 September through 5 October 1946.

Weekly Status Report of the 1946-47 Japanese Antarctic Whaling Fleet for the period 6 through 12 October 1946.

INTERNATIONAL RESOURCES DIVISION
12/10/46
NOV 25 1946
DEPARTMENT OF STATE

Enclosures:
As stated (single copy only)

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Enclosure No. 1 to Tokyo's Despatch No. 676, October 31, 1946,
entitled : "Weekly Report on Japanese Whaling Activities"

WEEKLY REPORT OF WHALING ACTIVITIES IN JAPANESE COASTAL
WATERS

From 22 Sept 1946 to 28 Sept 1946 (Incl.)

Report No. 3

Name of land stations operated	Name of whale catchers operated	Number of whales caught			
		Fin	Sei	Sperm	Total
I. NIPPON SUISAN CO.					
<u>Kiritappu</u> (Hamanaka-mura, Hokkaido)	Akebono Maru Nissui Maru No. 1 Suwa Maru Taihei Maru No. 1	0	0	5	5
<u>Same</u> (Hachinohe-shi Aomori Pref.)	Koun Maru No. 1 Seikai Maru No. 2 Togo Maru No. 2	0	1	1	2
<u>Kamaishi</u> (Kamaishi-shi, Iwate Pref.)	Etorofu Maru Koun Maru No. 2 Koyo Maru Sazanami Maru Seikai Maru No. 11 Showa Maru No. 10 Takunan Maru No. 3	0	3	1	4
<u>Ayukawa</u> (Ayukawa-machi, Miyagi Pref.)	Shonan Maru No. 8 Shonan Maru No. 11	0	0	9	9
<u>Kabashima</u> (Kabashima-maru Nagasaki Pref.)	Hogei Maru No. 1 Seikai Maru No. 8	0	0	0	0
<u>Okochi</u> (Tsushima Is., Nagasaki Pref.)	Nissui Maru No. 2 Togo Maru No. 1	0	0	0	0
TAIYO GYOGYO CO.					
<u>Akkeshi</u> (Akkeshi-machi, Hokkaido)	Daito Maru No. 1 Daito Maru No. 3 Fumi Maru Fumi Maru No. 5 Seki Maru No. 2 Toshi Maru No. 3	2	4	14	20

Encl #1

Name of land stations operated	Name of whale catchers operated	Fin	Number of whales caught		
			Sei	Sperm	Total
<u>Ayukawa</u> (Ayukawa Machi Miyagi Pref.)	Fumi Maru No. 5	0	0	12	12
<u>KYOKUYO HOGEI CO</u>					
<u>Kushiro</u> (Kushiro-shi, Hokkaido)	Fuku Maru	0	0	0	0
<u>Ayukawa</u> (Ayukawa-machi, Miyagi Pref.)	Toyo Maru	0	0	3	3
TOTAL		2	8	45	55

II. None of the following vessels operated during this period:

Name of vessel	Owner	Reason
Seikai Maru No. 5 <u>a/</u>	Nippon Suisan Co.	Undergoing minor repairs at Hakodate, Hokkaido.
Seikai Maru No. 10 <u>b/</u>	Nippon Suisan Co.	Undergoing minor repairs to Tobata, Fukuoka Pref.
Takunan Maru No. 2	Nippon Suisan Co.	Undergoing repair at Innoshima, Hiroshima Pref.
Seki Maru No. 3	Taiyo gyogyo Co.	Undergoing repair at Shimonoseki, Yamaguchi Pref.
Kaito Maru	Kyokuyo Hogei Co.	Salvaged and under repair at Nagasaki
Kyo Maru No. 1	Kyokuyo Hogei Co.	Undergoing repair at Shiogama, Miyagi Pref.
Sachi Maru	Kyokuyo Hogei Co.	Undergoing repair at Shiogama, Miyagi Pref.

a/ This vessel was erroneously reported in Weekly Report No. 2 as being at Tobata, Fukuoka Prefecture.

b/ This vessel was erroneously reported in Weekly Report No. 2 as being at Hakodate, Hokkaido.

III. Whaling Vessels under construction:

Name and Owner of Vessel	Type of Vessel	Gross Tonnage	Location	Average of work completed	Estimated date of completion.
KYOKUYO HOGEI CO					
Kyo Maru No 2	Catcher	270	Kobe	99%	2 October 1946
Kyo Maru No 3	Catcher	370	Aioi City Hyogo Pref.	98%	8 October 1946
Kyo Maru No 5	Catcher	370	Aioi City Hyogo Pref.	50%	30 November 1946
Kyo Maru No 6	Catcher	370	Aioi City Hyogo Pref.	30%	31 December 1946
Kyokuyo Maru No 1	Factory Ship	10,000	Aioi City Hyogo Pref.	47%	May 1947
TAIYO GYOGYO CO					
Seki Maru No 6	Catcher	300	Osaka	69%	10 November 1946

Enclosure No. 2 to Tokyo's Despatch No. 676, October 31, 1946,
entitled: "Weekly Report on Japanese Whaling Activities"

WEEKLY REPORT OF WHALING ACTIVITIES IN JAPANESE
COASTAL WATERS

From 29 September 46 to 5 October 1946 (Incl)

Report No. 4

Name of land stations operated	Name of whale catchers operated	Number of whales caught			
		Fin	Sei	Sperm	Total
I. NIPPON SUISAN CO					
<u>Kiritappu</u> (Hamanaka-maru, Hokkaido)	Nissui Maru No. 1 Suwa Maru Taihei Maru No. 1	0	0	0	0
<u>Kamaishi</u> (Kamaishi-shi, Iwate Pref.)	Etorofu Maru Koun Maru No. 1 Koun Maru No. 2 Seikai Maru No. 2 (left Kamaishi on 30 Sept. for Seikai Maru No. 11 Ayukawa)	0	0	14	14
<u>Ayukawa</u> (Ayukawa-machi, Miyagi Pref.)	Akebono Maru Sazanami Maru Togo Maru No. 2 (Arrived on 1 October. from Kamaishi)	0	0	1	1
<u>Kabashima</u> (Kabashima-maru, Nagasaki Pref.)	Hogei Maru No. 1 Nissui Maru No. 2 Togo Maru No. 1	0	0	0	0
<u>Okochi a/</u> (Tsushima Is., Nagasaki Pref.)	Nissui Maru No. 2 Togo Maru No. 1	0	0	0	0
TAIYO GYOGYO CO.					
<u>Akkeshi</u> (Akkeshi-machi, Hokkaido)	Daito Maru No. 1 Daito Maru No. 3 Fumi Maru Seki Maru No. 2 (left Akkeshi on 1 Oct for Ayukawa) Toshi Maru No. 3	0	9	18	27
<u>Ayukawa</u> (Ayukawa-mura, Miyagi Pref.)	Fumi Maru No. 5 Seki Maru No. 2 (arrived on 3 Oct from Akkeshi)	0	0	18	18

Act # 2

Name of land stations operated	Name of whale catchers operated	Number of whales caught			Total
		Fin	Sei	Sperm	
KYOKUYO HOGEI CO					
<u>Kushiro</u> (Kushiro-shi, Hokkaido)	Fuku Maru	0	0	0	0
<u>Ayukawa</u> (Ayukawa-machi, Miyagi Pref.)	Kyo Maru No. 1 Toyo Maru	0	0	6	6
TOTAL		0	9	58	67

a/ This land station was closed for the season on 3 October 1946 and all attached whale catcher boats were assigned to Kabashima land station.

II. None of the following vessels operated during this period:

Name and Owner of Vessel	Reason
NIPPON SUISAN CO.	
Koyo Maru	Repair at Osaka
Seikai Maru No. 5	Repair at Hakodate, Hokkaido.
Seikai Maru No. 8	Repair at Osaka
Seikai Maru No. 10	Repair at Tobata, Fukuoka Pref.
Shonan Maru No. 8	Repair at Osaka
Shonan Maru No. 11	Repair at Innoshima, Hiroshima Pref.
Showa Maru No. 10	Repair at Osaka
Takunan Maru No. 2	Repair at Innoshima, Hiroshima Pref.
Takunan Maru No. 3	Repair at Osaka
TAIYO GYOGYO CO.	
Seki Maru No. 3	Repair at Shimonoseki, Yamaguchi Pref.
KYOKUYO HOGEI CO.	
Kaito Maru	Ceased all repair work; abandoned as a whale catcher
Sachi Maru	Repair at Shiogama, Miyagi Pref.

III. Whaling Vessels under construction:

Name and Owner of Vessel	Type of Vessel	Gross Tonnage	Location	Average of work Completed	Estimated Date of Completion
KYOKUYO HOGEI CO					
Kyo Maru No. 2	Catcher	270	Kobe	100%	Completed 2 October 46
Kyo Maru No. 3	Catcher	370	Aioi Hyogo Pref.	99%	8 October 46
Kyo Maru No. 5	Catcher	370	Aioi Hyogo Pref.	53%	30 November 46
Kyo Maru No. 6	Catcher	370	Aioi Hyogo Pref	30%	31 December 46
Kyoruyo Maru No 1	Factory ship	10,000	Aioi Hyogo Pref	47%	May 1947
TAIYO GYOGYO CO					
Seki Maru No. 6	Catcher	300	Osaka	72%	10 November 46

Enclosure No. 3 to Tokyo's Despatch No. 676, October 31, 1946,
subject: "Weekly Report on Japanese Whaling Activities"

WEEKLY REPORT OF WHALING ACTIVITIES IN JAPANESE COASTAL
WATERS

From 6 October 1946 to 12 October 1946 (incl)

Report No. 5

Name of land stations operated	Name of whale catchers operated	Number of whales caught				Total
		Blue	Fin	Sei	Sperm	
I. NIPPON SUISAN CO						
<u>Kiritappu</u> (Hamanaka-mura, Hokkaido)	Nissui Maru No. 1 Suwa Maru Taihei Maru No. 1	1	0	1	0	2
<u>Kamaishi</u> (Kamaishi-shi Iwate Pref.)	Etorofu Maru Koun Maru No. 1 Koun Maru No. 2 Seikai Maru No. 2 Seikai Maru No. 11	0	0	0	20	20
<u>Ayukawa</u> (Ayukawa-machi, Miyagi Pref.)	Akebono Maru Sazanami Maru Togo Maru No.2	0	0	0	0	0
<u>Kabashima</u> (Kabashima-mura, Nagasaki Pref.)	Hogei Maru No. 1 Nissui Maru No. 2 Togo Maru No. 1	0	0	0	0	0
TAIYO GYOGYO CO.						
<u>Akkeshi</u> (Akkeshi-machi, Hokkaido)	Daito Maru No. 1 Daito Maru No. 3 Fumi Maru Toshi Maru No. 3	0	2	4	9	15
<u>Ayukawa</u> (Ayukawa-machi, Miyagi Pref.)	Seki Maru No. 2	0	0	0	11	11
KYOKUJO HOGEI CO.						
<u>Kushiro</u> (Kushiro-shi Hokkaido)	Fuku Maru	0	0	0	0	0

Set # 3

Name of land stations operated	Name of whale catchers operated	Number of whales caught				Total
		Blue	Fin	Sei	Sperm	
Ayukawa, (Ayukawa-machi, Miyagi Pref.)	Kyo Maru No. 1 Kyo Maru No. 2 Sachi Maru Toyo Maru	0	0	0	0	8
TOTAL		1	2	5	48	56

II. None of the following vessels operated during this period.

Name and Owner of Vessel	REASON
NIPPON SUISAN CO	
Seikai Maru No. 5	Repair at Hakodate, Hokkaido.
Seikai Maru No. 8	Repair at Shimonseki, Yamaguchi Pref.
Seikai Maru No. 10	Repair at Tobata, Fukuoka Prefecture.

III. Whaling vessels under construction:

Name and Owner of Vessel	Type of Vessel	Gross Tonnage	Location	Average of work completed	Estimated date of completion
KYOKUYO HOGEI CO					
Kyo Maru No. 2	Catcher	270	Kobe	100%	completed 2 October 1946
Kyo Maru No. 3	catcher	370	Aioi, Hyogo Pref.	100%	completed 11 October 1946
Kyo Maru No. 5	catcher	370	Aioi, Hyogo Pref.	60%	30 November 1946
Kyo Maru No. 6	catcher	370	Aioi, Hyogo Pref.	32%	31 December 1946
Kyokuyo Maru No 1	factory ship	10,000	Aioi, Hyogo Pref	48%	May 1947
TAIYO GYOGYO CO					
Seki Maru No. 6	Catcher	300	Osaka	75%	8 November 1946

Enclosure No. 4 to Tokyo's Despatch No. 676, October 31, 1946,
entitled "Weekly Report on Japanese Whaling Activities"

WHALE PRODUCTS DERIVED FROM JAPANESE COASTAL WHALING ACTIVITIES

1. Period: 22 September 1946 - 28 September 1946 inclusive.

Company	Total No. Whales Captured	Oil		Meat	Blubber	Blubber for Leather	Other	Total
		Sperm	Other					
Nippon Suisan Co	20	22.30	0.70	108.10	104.30	1.40	52.20	289.00
Taiyo Gyogyo Co	32	13.01	2.20	243.63	21.57	5.20	88.19	373.80
Kyokuyo Hogeï Co	3	2.35	0	15.13	6.48	1.11	7.05	32.12
TOTAL	55	37.66	2.90	366.86	132.35	7.71	147.44	694.92

2. Period: 29 September 1946 - 5 October 1946 inclusive.

Company	Total No. Whales Captured	Oil		Meat	Blubber	Blubber for Leather	Other	Total
		Sperm	Other					
Nippon Suisan Co	16	9.00	0	66.70	56.70	0	13.90	146.30
Taiyo Gyogyo Co	45	9.00	2.70	169.20	35.00	3.60	64.50	284.00
Kyokuyo Hogeï Co	6	6.53	0	40.12	0	1.82	15.94	64.41
TOTAL	67	24.53	2.70	276.02	91.70	5.42	94.34	494.71

3. Period: 6 October 1946 - 12 October 1946 inclusive.

Company	Total No. Whales Captured	Oil		Meat	Blubber	Blubber for Leather	Other	Total
		Sperm	Other					
Nippon Suisan Co	22	1.72	.11	65.86	48.40	0	19.73	135.82
Taiyo Gyogyo Co	26	10.00	.54	136.34	22.70	6.31	61.20	237.09
Kyokuyo Hogeï Co	8	3.68	0	24.00	17.46	2.19	14.07	61.40
TOTAL	56	15.40	.65	226.20	88.56	8.50	95.00	434.31

SOURCE: Above statistics were submitted by the Japanese Bureau of Fisheries.

Incl # 4

Enclosure No. 5 to Tokyo's Despatch No. 676, October 31, 1946, subject: "Weekly Report on Japanese Whaling Activities"

WEEKLY STATUS REPORT OF THE 1946-1947 JAPANESE ANTARCTIC WHALING FLEET

From 22 Sept 1946 to 28 Sept 1946 Incl

Name of Company Nippon Suisen Company

Name of Vessel	Type of Vessel	Gross Tonnage	Location of Vessel	Type of Work or Disposition	Percentage of Completion				
					Hull	Engine	Equip	Average	
Hashidate Maru	Factory Ship	10,020	Innoshima, Hiroshima Pref.	Conversion	82%	87%	65%	78%	15
Tadotsu Maru	Carrier	9,976	Kobe	Conversion	100%	100%	63%	88%	15
Koyo Maru	Catcher	370	Enroute to Osaka	Repair					15
Shonan Maru No. 8	Catcher	350	Enroute to Osaka	Repair					15
Shonan Maru No. 11	Catcher	350	Enroute to Innoshima	Repair					15
Takunan Maru No. 2	Catcher	350	Innoshima, Hiroshima Pref.	Repair					15
Takunan Maru No. 3	Catcher	350	Osaka	Repair					15
Takunan Maru No. 8	Catcher	350	Beached at Ayukawa	Abandoned					

Incl # 5

losure No. 5 to Tokyo's Despatch No. 676, October 31, 1946, subject: "Weekly Report on Japanese Whaling Activities"

WEEKLY STATUS REPORT OF THE 1946-1947 JAPANESE ANTARCTIC WHALING FLEET

From 22 Sept 1946 to 28 Sept 1946 Incl

Company Nippon Suisen Company

Type of Vessel	Gross Tonnage	Location of Vessel	Type of Work or Disposition	Percentage of Completion				Estimated Date of Completion
				Hull	Engine	Equip	Average	
Whaling Ship	10,020	Innoshima, Hiroshima Pref.	Conversion	82%	87%	65%	78%	15 October 1946
Whaling Ship	9,976	Kobe	Conversion	100%	100%	63%	88%	15 October 1946
Whaling Ship	370	Enroute to Osaka	Repair					15 October 1946
Whaling Ship	350	Enroute to Osaka	Repair					15 October 1946
Whaling Ship	350	Enroute to Innoshima	Repair					15 October 1946
Whaling Ship	350	Innoshima, Hiroshima Pref.	Repair					15 October 1946
Whaling Ship	350	Osaka	Repair					15 October 1946
Whaling Ship	350	Beached at Ayukawa	Abandoned					

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WEEKLY STATUS REPORT OF THE 1946-1947 JAPANESE ANTARCTIC WHALING FLEET

From 22 Sept 1946 to 28 Sept 1946 Incl.Name of Company TAIYO GYOGYO CO

Name of Vessel	Type of Vessel	Gross Tonnage	Location of Vessel	Type of Work or Disposition	Percentage of Completion				Est. of
					Hull	engine	Equip	Average	
Nisshin Maru No 1	Factory ship	11,000	Nagasaki	Conversion from Oil Tanker	88%	98%	55%	80%	20 00
Tenyo Maru	Carrier	10,000	Nagasaki	Conversion	90%	100%	70%	87%	20 00
San Diego Maru	Oil Tanker	7,268	Yokosuka	In operation under COMNAVJAP					
Banshu Maru No 36	Carrier	1,000	Shimonoseki	Overhaul and repair	100%	32%	40%	57%	20 No
Banshu Maru No 35	Carrier	993	Shimonoseki	In operation					
Banshu Maru	Carrier	983	Shimonoseki	In operation					
Banshu Maru No 32	Carrier	782	Hakodate	In Operation					
Funi Maru No 2	Catcher	300	Osaka	Construction	91%	89%	65%	81%	25 00
Funi Maru No 3	Catcher	300	Kobe	Construction	96%	73%	45%	71%	25 00

WEEKLY STATUS REPORT OF THE 1946-1947 JAPANESE ANTARCTIC WHALING FLEET

From 22 Sept 1946 to 28 Sept 1946 Incl.Company TAIYO GYOGYO CO

	Gross Tonnage	Location of Vessel	Type of Work or Disposition	Percentage of Completion				Estimated Date of Completion
				Hull	Engine	Equip	Average	
ry	11,000	Nagasaki	Conversion from Oil Tanker	88%	98%	55%	80%	20 Oct 46
er	10,000	Nagasaki	Conversion	90%	100%	70%	87%	20 Oct 46
er	7,268	Yokosuka	In operation under COMNAVJAP					
er	1,000	Shimonoseki	Overhaul and repair	100%	32%	40%	57%	20 Nov 46
er	993	Shimonoseki	In operation					
er	983	Shimonoseki	In operation					
er	782	Hakodate	In Operation					
er	300	Osaka	Construction	91%	89%	65%	81%	25 Oct 46
er	300	Kobe	Construction	96%	73%	45%	71%	25 Oct 46

WEEKLY STATUS REPORT OF THE 1946-1947 JAPANESE ANTARCTIC WHALING FLEET

From 22 Sept 46 to 28 Sept 46 Incl

Name of Company TAIYO GYOGYO CO

Name of Vessel	Type of Vessel	Gross Tonnage	Location of Vessel	Type of Work or Disposition	Percentage of Completion				L o.
					Hull	Engine	Equip	Average	
Fumi Maru No 5	Catcher	387	Ayukawa Miyagi Pref	In operation					
Seki Maru No 3	Catcher	298	Shimonoseki	In operation					
Seki Maru	Catcher	300	Tama, Okayama Pref	Construction	96%	80%	62%	79%	15
Seki Maru No 5	Catcher	300	Tama, Okayama Pref	Construction	90%	57%	37%	61%	20

WEEKLY STATUS REPORT OF THE 1946-1947 JAPANESE ANTARCTIC WHALING FLEET

From 22 Sept 46 to 28 Sept 46 Incl

of Company TAIYO GYOGYO CO

No of Vessel	Gross Tonnage	Location of Vessel	Type of Work or Disposition	Percentage of Completion				Estimated Date of Completion
				Hull	Engine	Equip	Average	
1	387	Ayukawa Miyagi Pref	In operation					
1	298	Shimonoseki	In operation					
1	300	Tama, Okayama Pref	Construction	96%	80%	62%	79%	15 Oct 46
1	300	Tama, Okayama Pref	Construction	90%	57%	37%	61%	20 Oct 46

Enclosure No. 6 to Tokyo's Depatch No. 676, October 31, 1946, subject: "Weekly Report on Japanese Whaling"

WEEKLY STATUS REPORT OF THE 1946-1947 JAPANESE ANTARCTIC WHALING FLEET

From 29 Sept 46 to 5 Oct 46 Incl

Name of Company NIPPON SUISAN CO

Name of Vessel	Type of Vessel	Gross Tonnage	Location of Vessel	Type of Work or Disposition	Percentage of Completion				List of
					Hull	Engine	Equip	Average	
Hashidate Maru	Factory ship	10,020	Innoshima, Hiroshima Pref	Conversion	95%	95%	85%	95%	15 Oct
Tadotsu Maru	Carrier	9,976	Kobe	Conversion	100%	100%	75%	91%	15 Oct
Koyo Maru	Catcher	370	Osaka	Repair				10%	25 Oct
Shonan Maru No 8	Catcher	350	Osaka	Repair				20%	25 Oct
Shonan Maru No 11	Catcher	350	Innoshima, Hiroshima Pref	Repair				0%	25 Oct
Takunan Maru No 2	Catcher	350	Innoshima, Hiroshima Pref	Repair				35%	25 Oct
Takunan Maru No 3	Catcher	350	Osaka					20%	25 Oct
Takunan Maru No 8	Catcher	350	Beached at Ayukawa	Abandoned					

Serial # 6

Enclosure No. 6 to Tokyo's Despatch No. 676, October 31, 1946, subject: "Weekly Report on Japanese Whaling"

WEEKLY STATUS REPORT OF THE 1946-1947 JAPANESE ANTARCTIC WHALING FLEET

From 29 Sept 46 to 5 Oct 46 Incl

Company NIPPON SUISAN CO

Gross Tonnage	Location of Vessel	Type of Work or Disposition	Percentage of Completion				Estimated Date of Completion
			Hull	Engine	Equip	Average	
10,020	Innoshima, Hiroshima Pref	Conversion	95%	95%	85%	95%	15 Oct 46
9,976	Kobe	Conversion	100%	100%	75%	91%	15 Oct 46
370	Osaka	Repair				10%	25 Oct 46
350	Osaka	Repair				20%	25 Oct 46
350	Innoshima, Hiroshima Pref	Repair				0%	25 Oct 46
350	Innoshima, Hiroshima Pref	Repair				35%	25 Oct 46
350	Osaka					20%	25 Oct 46
350	Beached at Ayukawa	Abandoned					

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WEEKLY STATUS REPORT OF THE 1946-1947 JAPANESE ANTARCTIC WHALING FLEET

From 29 Sept 46 to 5 Oct 46 InclName of Company TAIYO GYOGYO CO

Name of Vessel	Type of Vessel	Gross Tonnage	Location of Vessel	Type of Work or Disposition	Percentage of Completion				
					Hull	Engine	Equip	Average	
Nisshin Maru No 1	Factory ship	11,000	Nagasaki	Conversion	89%	98%	60%	82%	20
Tenyo Maru	Carrier	10,000	Nagasaki	Conversion	95%	100%	75%	90%	20
San Diego Maru	Oil Tanker	7,268	Yokosuka	In operation under COMNAVJAP					
Banshu Maru No 36	Carrier	1,000	Shimonoseki	Overhaul and repair	100%	35%	42%	59%	20
Banshu Maru No 35	Carrier	993	Shimonoseki	In operation					
Banshu Maru	Carrier	983	Shimonoseki	In operation					
Banshu Maru No 32	Carrier	782	Hakodate	In operation					
Fumi Maru No 2	Catcher	300	Osaka	Construction	97%	89%	70%	85%	20
Fumi Maru No 3	Catcher	300	Kobe	Construction	98%	79%	55%	77%	20

WEEKLY STATUS REPORT OF THE 1946-1947 JAPANESE ANTARCTIC WHALING FLEET

From 29 Sept 46 to 5 Oct 46 InclName of Company TAIYO GYOGYO CO

Type of Vessel	Gross Tonnage	Location of Vessel	Type of Work or Disposition	Percentage of Completion				Estimated Date of Completion
				Hull	Engine	Equip	Average	
Factory ship	11,000	Nagasaki	Conversion	89%	98%	60%	82%	20 Oct 46
Carrier	10,000	Nagasaki	Conversion	95%	100%	75%	90%	20 Oct 46
Tanker	7,268	Yokosuka	In operation under COMNAVJAP					
Carrier	1,000	Shimonoseki	Overhaul and repair	100%	35%	42%	59%	20 Nov 46
Carrier	993	Shimonoseki	In operation					
Carrier	983	Shimonoseki	In operation					
Carrier	782	Hakodate	In operation					
Trawler	300	Osaka	Construction	97%	89%	70%	85%	22 Oct 46
Trawler	300	Kobe	Construction	98%	79%	55%	77%	25 Oct 46

WEEKLY STATUS REPORT OF THE 1946-1947 JAPANESE ANTARCTIC WHALING FLEET

From 29 Sept 46 to 5 Oct 46 Incl

Name of Company TAIYO GYOGYO CO

Name of Vessel	Type of Vessel	Gross Tonnage	Location of Vessel	Type of Work or Disposition	Percentage of Completion			
					Hull	Engine	Equip	Average
Fumi Maru No 5	Catcher	387	Ayukawa Hiyagi Pref	In operation				
Seki Maru No 3	Catcher	298	Shimonoseki	In operation				
Seki Maru	Catcher	300	Tama, Okayama Pref	Construction	98%	88%	70%	85%
Seki Maru No 5	Catcher	300	Tama, Okayama Pref	Construction	95%	75%	45%	71%

WEEKLY STATUS REPORT OF THE 1946-1947 JAPANESE ANTARCTIC WHALING FLEET

From 29 Sept 46 to 5 Oct 46 Incl

of Company TAIYO GYOGYO CO

No of Vessel	Gross Tonnage	Location of Vessel	Type of Work or Disposition	Percentage of Completion				Estimated Date of Completion
				Hull	Engine	Equip	Average	
Whaler	387	Ayukawa Miyagi Pref	In operation					
Whaler	298	Shimonoseki	In operation					
Whaler	300	Tama, Okayama Pref	Construction	98%	88%	70%	85%	20 Oct 46
Whaler	300	Tama, Okayama Pref	Construction	95%	75%	45%	71%	25 Oct 46

Enclosure No. 7 to Tokyo's Despatch No. 676, October 31, 1946, subject:
 "Weekly Report on Japanese Whaling Activities"

WEEKLY STATUS REPORT OF THE 1946-1947 JAPANESE ANTARCTIC WHALING FLEET

From 6 Oct 46 to 12 Oct 46 Incl

Name of Company NIPPON SUISAN CO

Name of Vessel	Type of Vessel	Gross Tonnage	Location of Vessel	Type of Work or Disposition	Percentage of Completion				
					Hull	Engine	Equip	Average	
Hashidate Maru	Factory ship	10,020	Innoshima, Hiroshima Pref	Conversion	98%	98%	95%	97%	15
Tadotsu Maru	Carrier	9,976	Kobe	Conversion	100%	100%	86%	95%	15
Koyo Maru	Catcher	370	Osaka	Repair				45%	25
Shonan Maru No 8	Catcher	350	Osaka	Repair				50%	25
Shonan Maru No 11	Catcher	350	Innoshima, Hiroshima Pref	Repair				70%	25
Takunan Maru No 2	Catcher	350	Innoshima, Hiroshima Pref	Repair				70%	25
Takunan Maru No 3	Catcher	350	Osaka	Repair				40%	25
Takunan Maru No 8	Catcher	350	Beached at Ayukawa	Abandoned					
Showa Maru No 10	Catcher	264	Kobe OSAKA	Repair				20%	25

Incl # 7

Enclosure No. 7 to Tokyo's Despatch No. 676, October 31, 1946, subject:
 "Weekly Report on Japanese Whaling Activities"

WEEKLY STATUS REPORT OF THE 1946-1947 JAPANESE ANTARCTIC WHALING FLEET

From 6 Oct 46 to 12 Oct 46 Incl

of Company NIPPON SUISAN CO

Name of Vessel	Gross Tonnage	Location of Vessel	Type of Work or Disposition	Percentage of Completion				Estimated Date of Completion
				Hull	Engine	Equip	Average	
Factory Ship	10,020	Innoshima, Hiroshima Pref	Conversion	98%	98%	95%	97%	15 Oct 46
Trailer	9,976	Kobe	Conversion	100%	100%	86%	95%	15 Oct 46
Boat	370	Osaka	Repair				45%	25 Oct 46
Boat	350	Osaka	Repair				50%	25 Oct 46
Boat	350	Innoshima, Hiroshima Pref	Repair				70%	25 Oct 46
Boat	350	Innoshima, Hiroshima Pref	Repair				70%	25 Oct 46
Boat	350	Osaka	Repair				40%	25 Oct 46
Boat	350	Beached at Ayukawa	Abandoned					
Boat	264	Kobe OSAKA	Repair				20%	25 Oct 46

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WEEKLY STATUS REPORT OF THE 1946-1947 JAPANESE ANTARCTIC WHALING FLEET

From 6 Oct 46 to 12 Oct 46 InclName of Company TAIYO GYOGYO CO

Name of Vessel	Type of Vessel	Gross Tonnage	Location of Vessel	Type of Work or Disposition	Percentage of Completion				E o
					Hull	Engine	Equip	Average	
Nisshin Maru No 1	Factory ship	11,000	Nagasaki	Conversion	93%	98%	75%	88%	20
Tenyo Maru	Carrier	10,000	Nagasaki	Conversion	98%	100%	90%	96%	20
San Diego Maru	Oil Tanker	7,268	Yokosuka	In operation under COMNAVJAP					
Banshu Maru No 36	Carrier	1,000	Shimonoseki	Overhaul and repair	100%	37%	50%	62%	30
Banshu Maru No 35	Carrier	993	Shimonoseki	In operation					
Banshu Maru	Carrier	983	Shimonoseki	In operation					
Banshu Maru No 32	Carrier	782	Aomori, Aomori Pref	In operation	99%	93%	85%	92%	20
Fumi Maru Catcher No 2	Catcher	300	Osaka	Construction					

WEEKLY STATUS REPORT OF THE 1946-1947 JAPANESE ANTARCTIC WHALING FLEET

From 6 Oct 46 to 12 Oct 46 Incl

of Company TAIYO GYOGYO CO

Type of Vessel	Gross Tonnage	Location of Vessel	Type of Work or Disposition	Percentage of Completion				Estimated Date of Completion
				Hull	Engine	Equip	Average	
Whaler	11,000	Nagasaki	Conversion	93%	98%	75%	88%	20 Oct 46
Whaler	10,000	Nagasaki	Conversion	98%	100%	90%	96%	20 Oct 46
Whaler	7,268	Yokosuka	In operation under COMNAVJAP					
Whaler	1,000	Shimonoseki	Overhaul and repair	100%	37%	50%	62%	30 Nov 46
Whaler	993	Shimonoseki	In operation					
Whaler	983	Shimonoseki	In operation					
Whaler	782	Aomori, Aomori Pref	In operation	99%	93%	85%	92%	22 Oct 46
Whaler	300	Osaka	Construction					

WEEKLY STATUS REPORT OF THE 1946-1947 JAPANESE ANTARCTIC WHALING FLEET

From 6 Oct 46 to 12 Oct 46 Incl

Name of Company TAIYO GYOGYO CO

Name of Vessel	Type of Vessel	Gross Tonnage	Location of Vessel	Type of Work or Disposition	Percentage of Completion				
					Hull	Engine	Equip	Average	
Fumi Maru No 3	Catcher	300	Kobe	Construction	99%	88%	75%	87%	25
Fumi Maru No 5	Catcher	387	Shimonoseki	Repair				20%	25
Seki Maru No 3	Catcher	298	Shimonoseki	Repair				65%	30
Seki Maru	Catcher	300	Tama, Okayama Pref	Construction	99%	95%	85%	93%	20
Seki Maru No 5	Catcher	300	Tama, Okayama Pref	Construction	98%	88%	75%	87%	25